INTRODUCTION

Appropriate service methods and proper repair procedures are essential for the safe, reliable operation of all equipment as well as the personal safety of the individual doing the work. This Service Manual provides general directions for accomplishing service and repair work with tested, effective techniques. Following them will help insure reliability.

There are numerous variations in procedures, techniques, tools, and parts for servicing equipment, as well as in the skill of the individual doing the work. This manual cannot possibly anticipate all such variations and provide advice or cautions as to each. Accordingly, anyone who departs from the instructions provided in this manual must first establish that he does not compromise his own personal safety nor the safety of others by his choice of methods or tools.

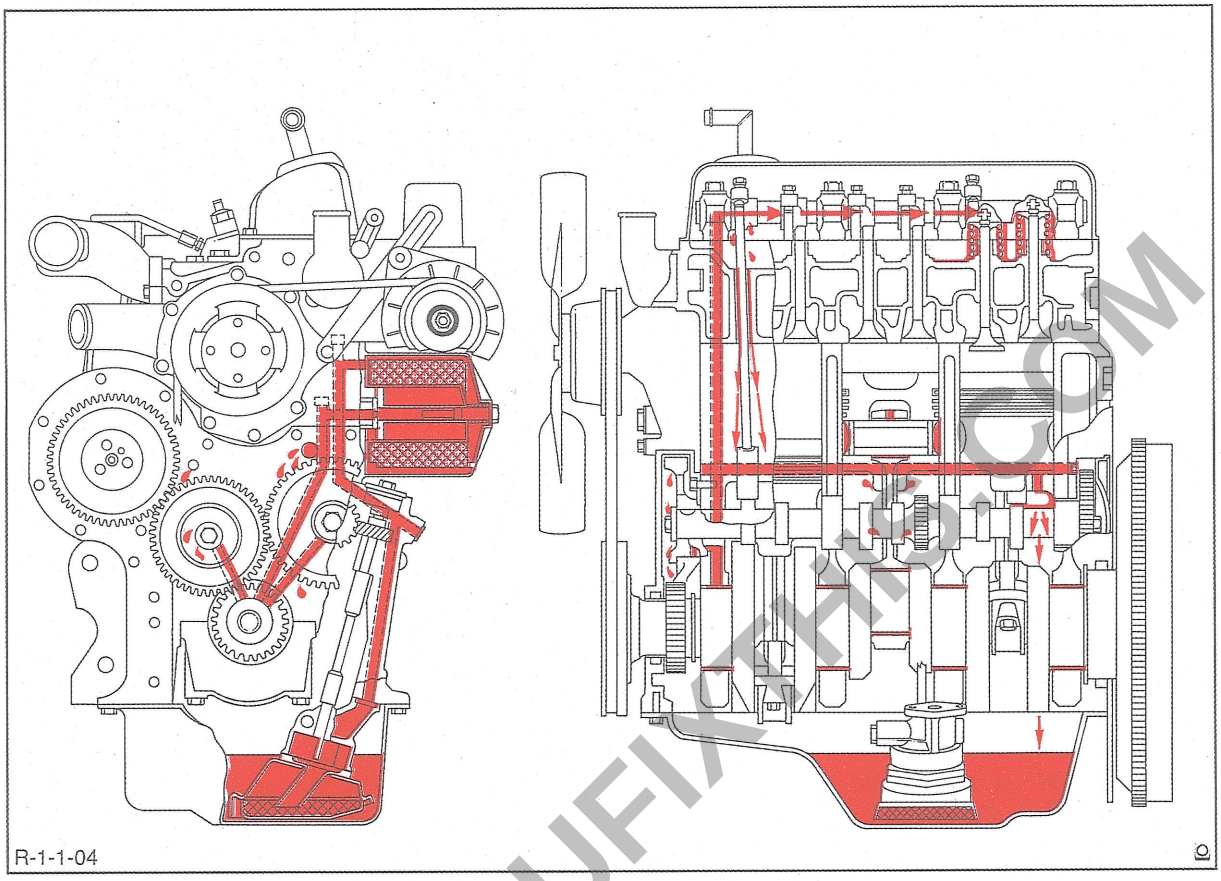
As you read through this manual, you will come across NOTES and WARNINGS. Each one is there for a specific purpose. NOTES are given to prevent you from making an error that could damage the vehicle. WARNINGS remind you to be especially careful in those areas where carelessness can cause personal injury.

Any reference in this manual to right, left, rear, front, top or bottom is as viewed from the operator's seat looking forward towards the loader.

Ford New Holland policy is one of continuous improvement, and the right to change prices, specifications, equipment or design at any time without notice is reserved. All data in this manual is subject to production variations, so overall dimensions and weights should be considered as approximate only, and the illustrations do not necessarily depict the tractor as it is.

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Lubrication Oil

FIGURE 1-3

3-Cylinder Engine Lubrication System

LUBRICATION SYSTEM

Figure 1-3

Lubrication of the engine is maintained by a rotary oil pump mounted at the base of the engine block. The oil pump is driven from the camshaft and draws oil from the engine sump through a wire mesh screen.

A spring-loaded relief valve in the pump body limits the pressure in the system by directing excess oil back to the intake side of the pump.

Oil passes from the pump to an external, throw-away, spin-on type filter incorporating a relief valve which permits oil to be bypassed, if filter blockage occurs, and ensures engine lubrication at all times.

Oil flows from the filter to the main oil gallery which runs the length of the cylinder block and intersects the camshaft follower chambers.

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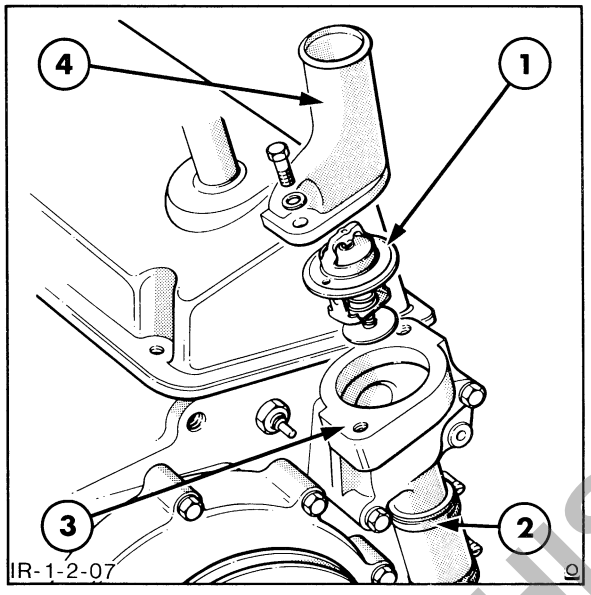


FIGURE 1-72

Coolant Outlet and Thermostat Removal

1 Thermostat
2 By-pass tube
3 Thermostat housing
4 Coolant outlet connection

NOTE: Leave the bolts in the rocker shaft supports during removal as they retain the support on the shaft.

28. Remove each pushrod in turn and place in a numbered rack so that it can be replaced in the same position when assembling the engine.

29. Remove the remaining cylinder head bolts and washers working inward from the end to the center of the head.

30. Lift the cylinder head from the block. If necessary, lever the head off on the pads provided, taking care not to damage the cylinder head or block faces.

DISASSEMBLY

Thermostat

Remove the coolant outlet connection and the thermostat and gasket, Figure 1- 72.

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FUEL INJECTION PUMP - DPA DISTRIBUTOR TYPE

DESCRIPTION AND OPERATION

The DPA distributor type fuel injection pump consists of a pumping and distributing rotor driven directly from the pump drive shaft. The rotor revolves within the hydraulic head and has a vane type fuel transfer pump connected to its end. The fuel injection pump is shown sectioned in Figure 2-20.

Ford 455D Industrial Tractors are equipped with a double element injection pump, each element containing two opposed plungers, the four plungers operating simultaneously. The plungers are operated by contact with cam lobes on an internal cam ring and the high pressure charges from the pumping element are distributed to the injectors at the required timing intervals through ports in the rotor and hydraulic head.

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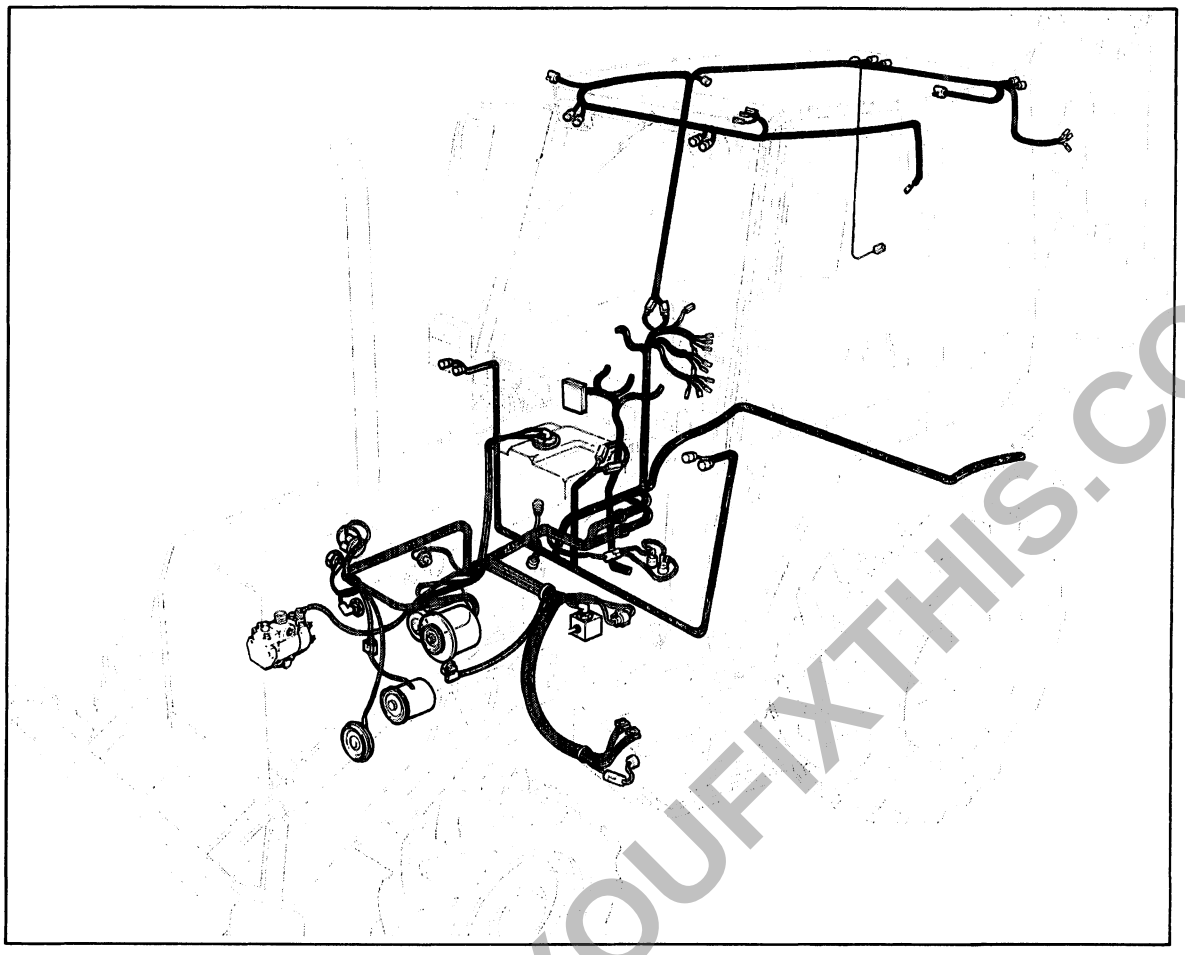


FIGURE 3-1

Ford 455D, 555D, 655D, and 675D With Cab Industrial Tractors Electrical System Wiring Harness Locations

- Engine and Transmission Harness
- Steering and Console Harness
- Instrument and Lighting Harness
- Roof Harness

The approximate locations of these harnesses are shown in Figure 3-1.

The major wiring harnesses are interconnected by either screw-type or snap-type multipin connectors.

The connectors provide wiring break points for performing continuity tests of the wiring.

The pins on the screw-type connectors are individually numbered and correspond to the connector pin numbers on the wiring diagrams.

On the snap-type connectors, pin numbers are not always identified on the connector molding and, in these instances, refer to the color codes on the wiring diagrams.

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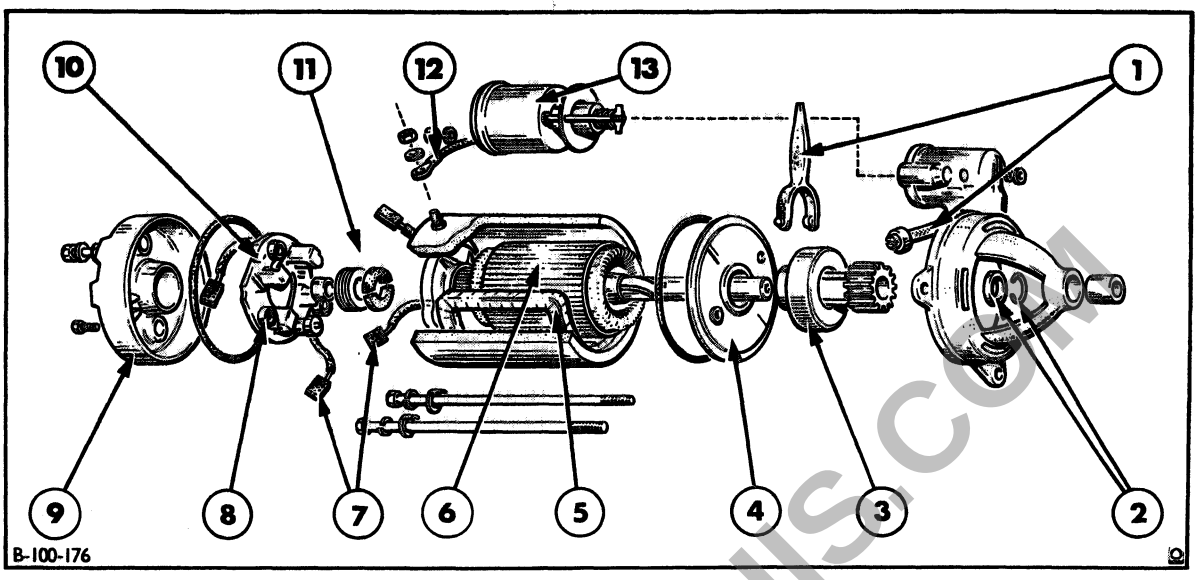


FIGURE 3-43

Starting Motor - Exploded View

1 Lever assembly
2 Collar and ring
3 Drive assembly
4 Plate
5 Field coil assembly
6 Armature assembly
7 Brush assembly
8 Brush spring
9 Brush plate assembly
10 Brush holder
11 Brake
12 Solenoid plate
13 Solenoid assembly

The starting motor is a 5″ (127 mm) diameter four pole, four brush type, using an integral solenoid contactor and positive engagement drive assembly, Figure 3-43.

The 5.0″ (127 mm) starting motor solenoid incorporates two windings connected in parallel. One winding is the low resistance "pull-in" coil, grounded through the motor, while the other is the high resistance "hold-in" coil, grounded via the solenoid body.

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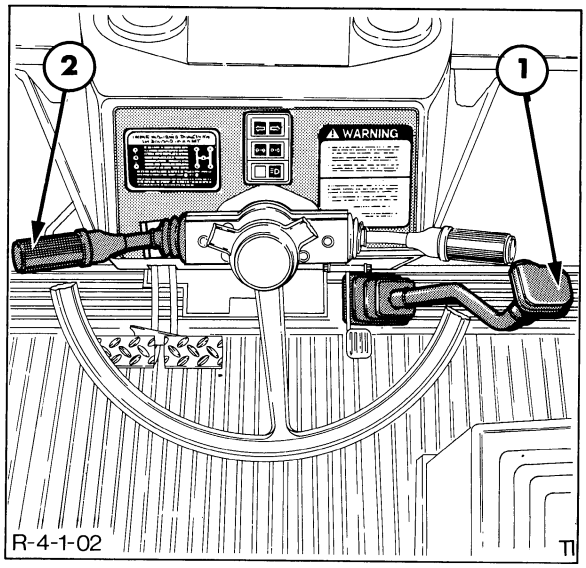


FIGURE 4-2

Transmission Shift Levers

1 Gearshift lever
2 Power reversing lever

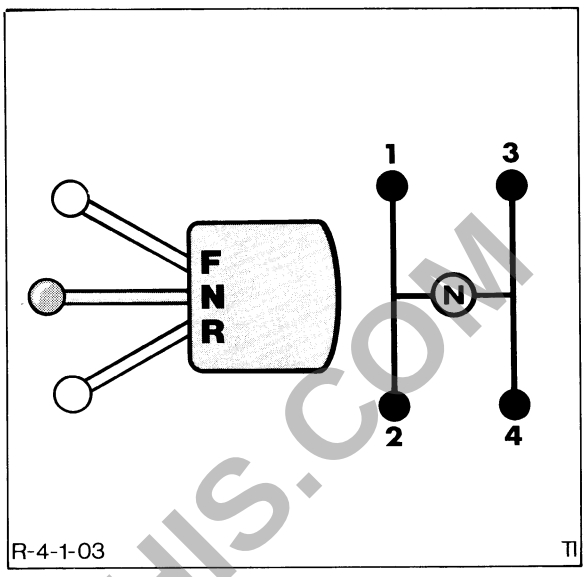


FIGURE 4-3

Gearshift Pattern

The front clutch provides power for forward travel and the rear clutch power for reverse travel. Engagement of the front and rear clutch is controlled by the operator through the movement of the hand operated power reversing lever, shown in Figure 4-2.

The power reversing lever is linked to the modulating unit in the steering console by a wiring harness. A neutral lock is incorporated in the power reversing lever which prevents inadvertent engagement of the transmission and requires that the power reversing lever must be lifted upwards prior to selecting forward or reverse travel.

The gearshift lever, shown in Figure 4-2, is used to select any one of four synchronized gear ratios for forward or reverse travel. Figure 4-3 illustrates the gearshift pattern. In any gear ratio the operator need only move the power reversing lever to change direction of travel.

However, as a clutch is not used between the engine and the transmission, the power flow from the engine to the transmission must be interrupted to shift from one gear ratio to another. This is accomplished by using a transmission disconnect switch.

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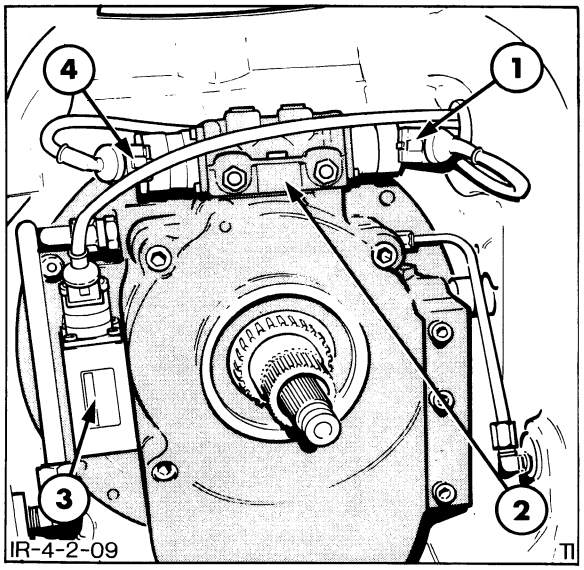


FIGURE 4-104

Solenoid Control Valve

1	Forward solenoid	3	Lock-up valve
2	Control valve	4	Reserve solenoid

SOLENOID CONTROL VALVE

The solenoid control valve is mounted on top of the distributor assembly, Figure 4-104, and consists of two identical spools, two identical solenoids, a return spring and a valve body.

The function of the solenoid control valve is to direct the pressure regulated oil from the hydraulic pump to one of the two clutch packs.

With the power reversing lever in neutral, the modulator until will not signal the control valve solenoids to actuate the spools.

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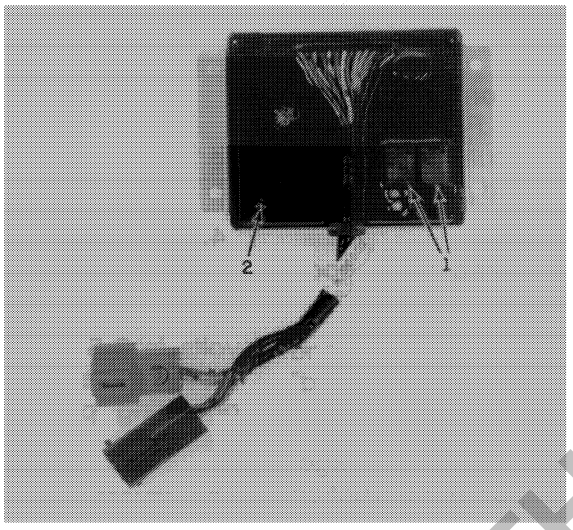


FIGURE 4-207

Modulator Control Box
1 Control relays
2 Test pin

MODULATOR CONTROL BOX

The control relays are visible when looking at the back of the control box and provide a positive neutral, Figure 4-207. Overload protection is provided by electrical components in the control box that open the output circuit when an overload is sensed.

To reset the current style control box overload circuit:

1. Return the shuttle control to the neutral position.
2. Activate and hold the disconnect button for five seconds or turn the key to the "off" position for five seconds.

The control box overload circuit will reset itself and work normally provided an overload condition is no longer present.

NOTE: The modulator control boxes used for 4x4 and 8x8 transmissions have always been different. The control box used on 8x8 units has the additional torque converter lock-up circuits. Be sure to install the correct modulator control box should replacement be necessary.

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REAR WHEEL BRAKES

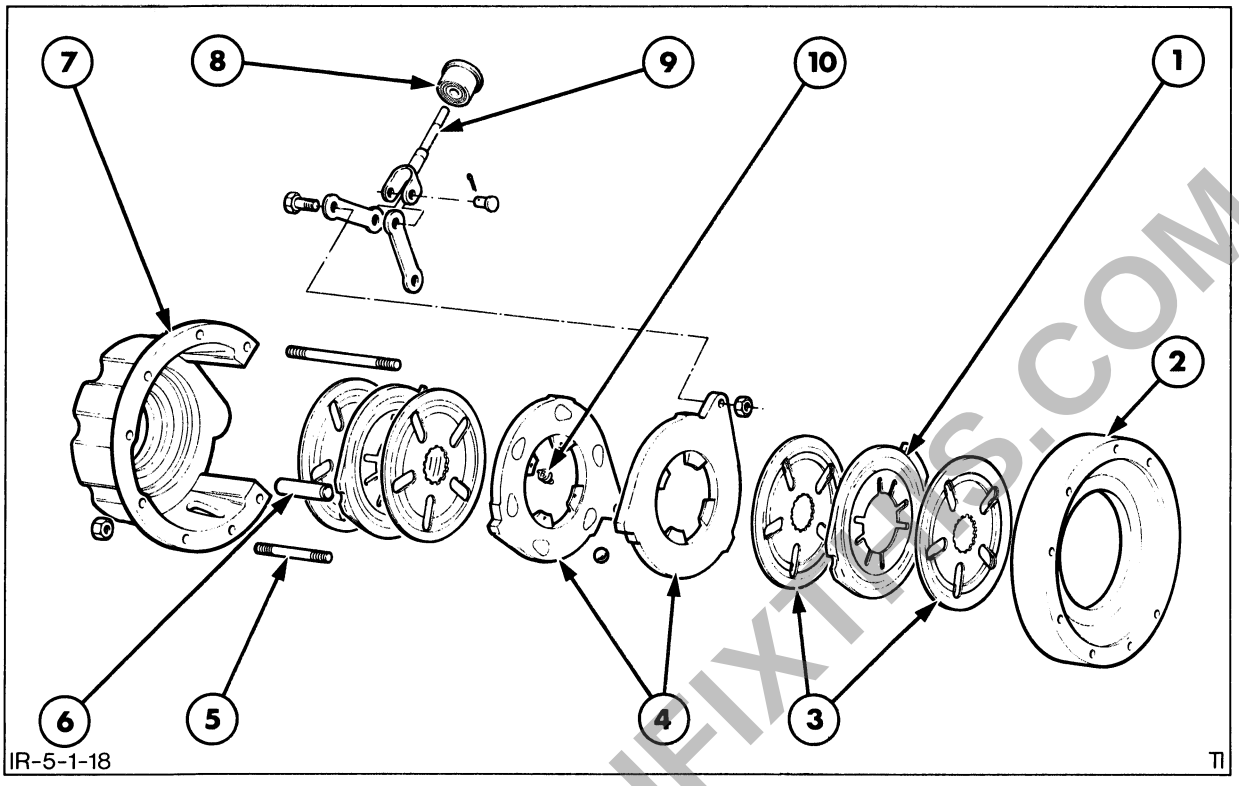


FIGURE 5-18

Brake Actuating Components (Ford 555D, 575D, 655D and 675D Shown)

1 Fixed disc
2 Outer brake housing
3 Rotating disc
4 Actuating discs
5 Brake housing securing studs
6 Torque pin
7 Brake inner housing
8 Actuating rod seal
9 Actuating rod
10 Actuating discs return springs

REMOVAL

1. Remove the rear axle housing as described previously.
2. Remove the brake assembly from the axle housing as described previously.

DISASSEMBLY

1. Detach the brake control rod and actuating links by removing the cotter pins, clevis pins and nuts, Figure 5-18.

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PRESSURE REGULATING VALVE

REMOVAL

1. Remove the rear axle top cover, (see Section 5 - "Rear Axle and Brakes"). Drain the rear axle oil until the pressure regulating valve is fully exposed.
2. Disconnect the tubes from the pressure regulating valve and remove the valve from the rear axle center housing.

DISASSEMBLY

Refer to Figure 6-8.

Remove the split pin and withdraw the shims, spring and plunger.

INSPECTION AND REPAIR

1. Inspect the plunger and valve bore for damage and wear and replace if necessary.
2. Check the spring for damage and, if necessary, replace.

REASSEMBLY

Reassemble the components, coating the plunger in oil prior to reassembly. The plunger must be installed into the bore with the notched land towards the base of the valve.

INSTALLATION

1. Install the pressure regulating valve, tightening the tube connection.
2. Prior to installing the rear axle top cover, pressure test the valve as previously described. Refer to Figure 6-7.

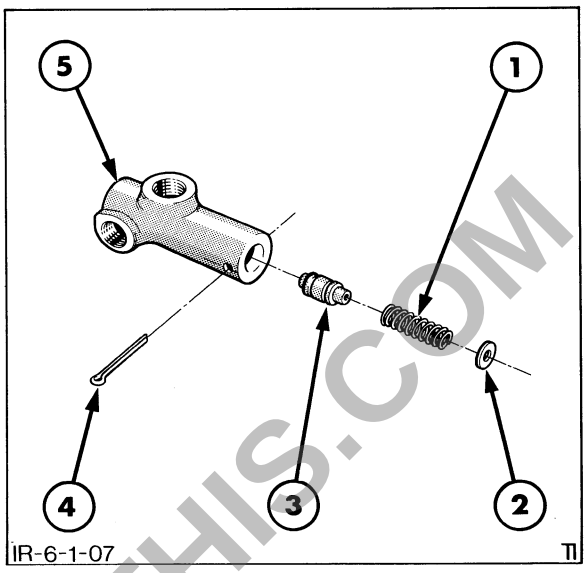


FIGURE 6-8

Pressure Regulating Valve

1 Spring
2 Shims
3 Plunger
4 Split pin
5 Valve body

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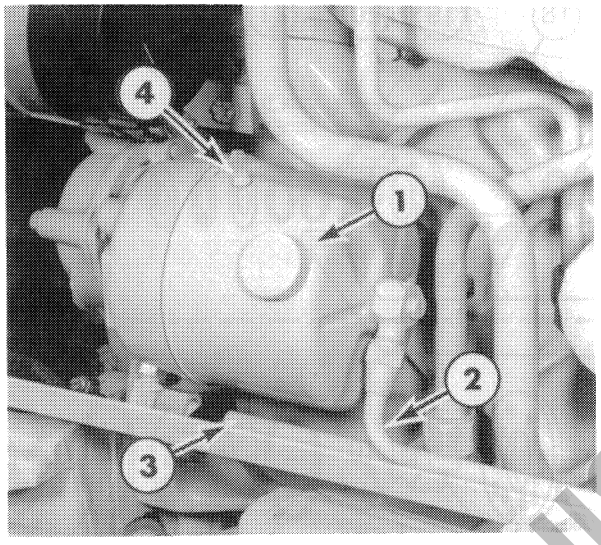


FIGURE 7-2

Steering Pump and Reservoir Installation

1 Reservoir
2 Return tube
3 Pressure tube
4 Breather

POWER-STEERING PUMP AND RESERVOIR

The integral power-steering pump and reservoir, Figure 7-2, are mounted on the engine front cover plate on the left-hand side of the engine. The pump and reservoir are connected to the steering motor by two tubes.

The gear-type pump is driven counterclockwise by the camshaft gear. The pump-driven gear is half the diameter of the camshaft drive gear, thus the pump is driven at engine speed.

The pump output is 4.5 GPM at 1500 RPM and has a pump delivery pressure of 2000 PSI. This pump uses a flow valve to keep the pump output approximately 4.0 GPM through the entire engine RPM range.

STEERING COOLER

The steering cooler, Figure 7-1, located under the cab on the left side of the tractor. The cooler is positioned in the return line from the steering motor to dissipate heat from the power steering oil.

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PLANETARY REDUCTION ASSEMBLY AND WHEEL HUBS - OVERHAUL

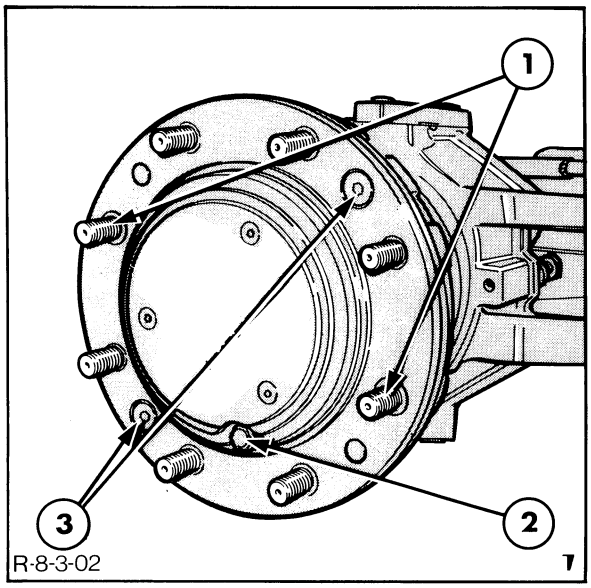


FIGURE 7-69

Planetary Carrier Retainers

1 Shouldered wheel studs
2 Filler/drain plug
3 Socket screws

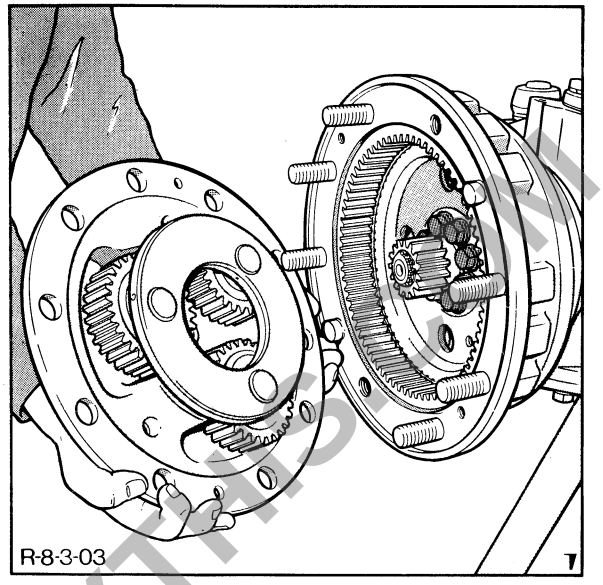


FIGURE 7-70

Withdrawing Planetary Carrier From Hub Assembly

REMOVAL

1. Position the unit on a hard level surface, lower the loader arms, apply the parking brake, and block the rear wheels. Disconnect the battery.
2. Jack up the front axle and securely support the front of the tractor. Remove the front wheel.
3. Turn the hub so that the filler/drain plug is at its lowest point and drain the hub oil.
4. Remove the two 8 mm socket screws and the two shouldered wheel studs, Figure 7-69, securing the planetary carrier assembly to the hub assembly.
5. Gently tap the planetary carrier with a soft face mallet and, using the slots provided, lever the carrier from the hub.

   Carefully withdraw the planetary carrier assembly, Figure 7-70. Take care not to misplace the thrust pad positioned in the center of the carrier.

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HYDRAULIC PUMP

DESCRIPTION AND OPERATION

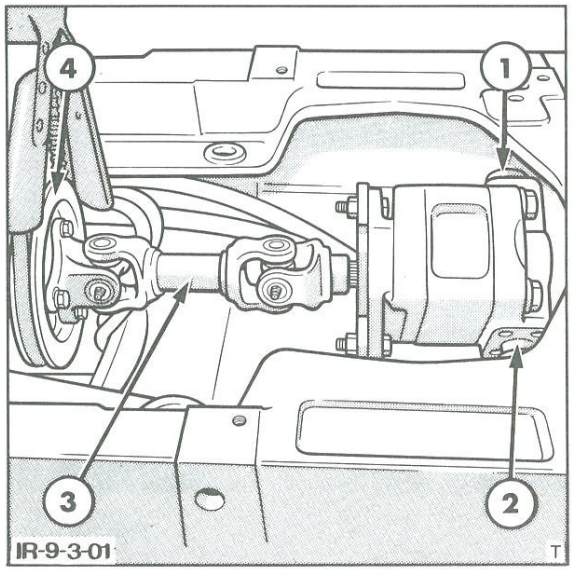


FIGURE 8-23

Hydraulic Pump Installation

1 Pump inlet port
2 Pump outlet port
3 Driveshaft
4 Crankshaft pulley

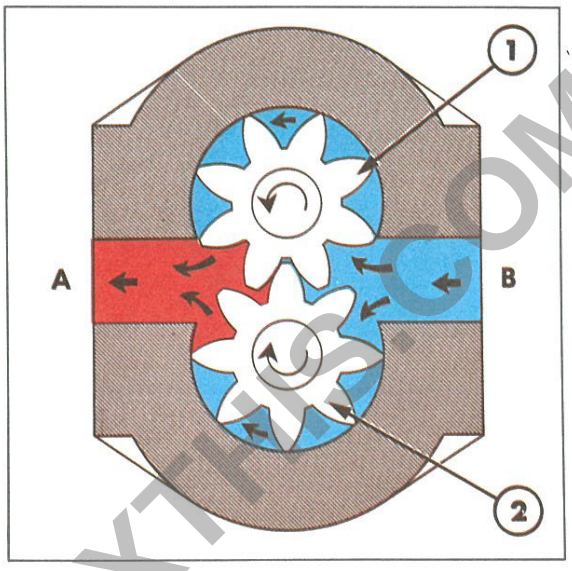


FIGURE 8-24

Oil Flow In Hydraulic Gear Type Pump

A To hydraulic circuit
1 Driven gear
B From reservoir
2 Drive gear

The Ford 455D, 555D, 575D, 655D, and 675D industrial tractors utilize a gear type hydraulic pump. Displacement for the pump used in each model at 2200 engine RPM at 180° F (82° C) is as follows:

Ford 455D 25.9 US gal/min (98 ltr/min - 21.6 Imp Gal/min)

Ford 555D, 575D and 655D 30.6 US gal/min (116 ltr/min - 25.5 Imp Gal/min)

Ford 675D 36.0 US gal/min (136 ltr/min - 30 Imp Gal/min)

The pump is mounted in the front axle support and driven by a double universally jointed driveshaft connected to the engine crankshaft pulley, Figure 8-23.

The driveshaft flange bolts directly to the engine crankshaft pulley while the pump drive end has a splined coupler which prevents end thrust from damaging the pump. There are grease fittings on each of the pump driveshaft universal joints.

Hydraulic oil is supplied to the pump by gravity feed from the hydraulic oil reservoir, through a pipe which connects to the intake port in the pump cover. A set of spur gears, housed in the body of the pump and driven by the driveshaft, pump oil through the hydraulic system circuit.

Oil entering the pump fills the spaces between the teeth of the revolving gears and is then carried around within the pump body to a point where the teeth of the two gears come into mesh, Figure 8-24. As the oil cannot pass back between the gears, it is forced out of the pump body through the outlet port in the pump cover.

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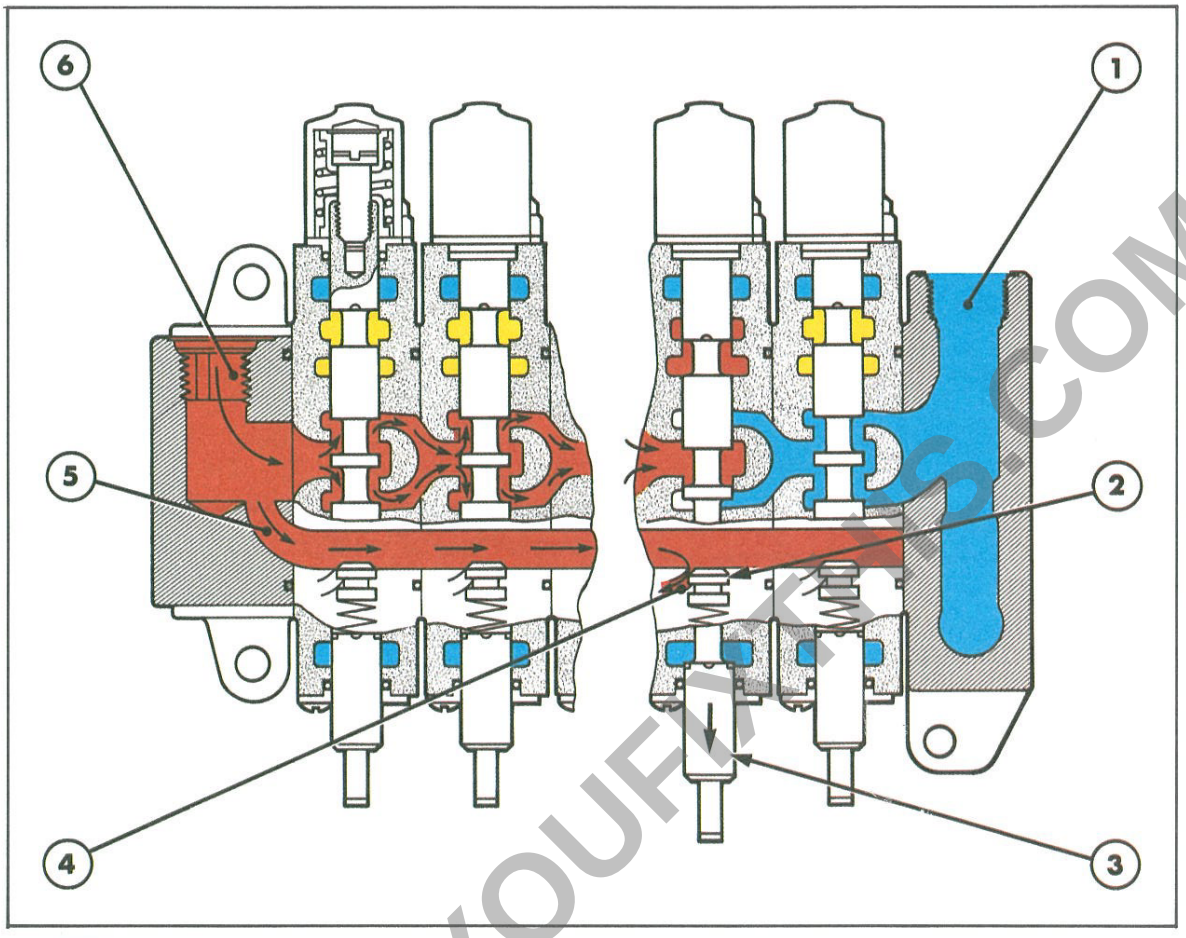


FIGURE 8-32

Open Center and Parallel Gallery Oil Flow

1 Outlet end cover - exhaust port
2 Load check valve
3 Spool in operating position
4 Oil gallery to operating element
5 Parallel gallery
6 Inlet end cover port

The valve assembly has an open center gallery extending from the inlet end cover and the outlet end cover. When the intermediate sections are all in neutral, pump oil enters at the inlet end cover port and flows through the open center gallery to the exhaust port in the outlet end cover, Figure 8-32.

A parallel gallery extends from the inlet end cover but terminates at the outlet end cover, both the parallel and open center galleries are connected in the inlet end cover.

The element exhaust gallery (not shown in Figure 8-32) carries both cylinder and circuit relief valve exhaust oil. This gallery extends from the inlet end cover to the outlet end cover where it merges with the open center exhaust gallery.

The following sub-headings expand in detail the function of each of the main control valve assembly components. Figure 8-32 will aid explanation.

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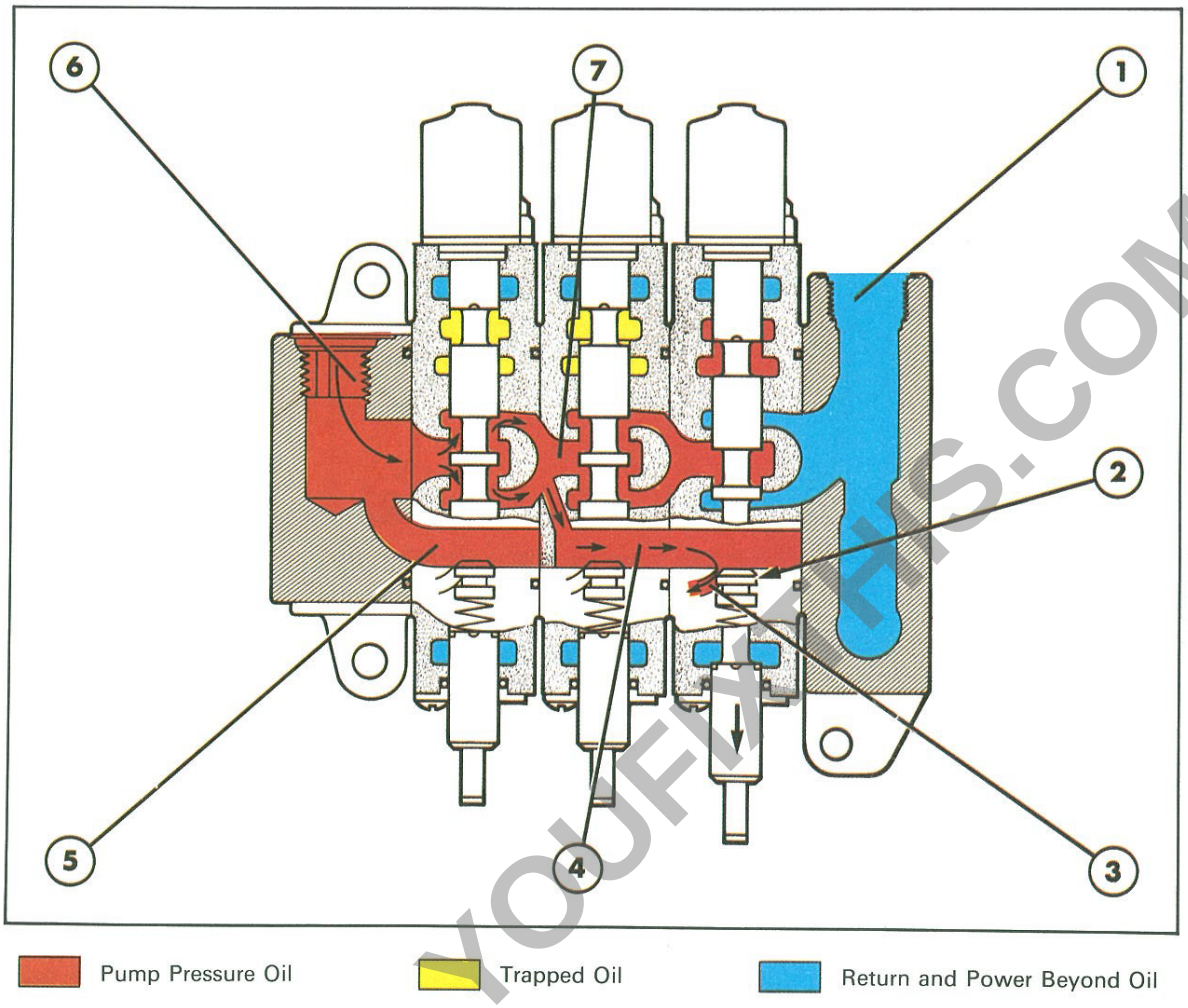


FIGURE 8-77

Open Center and Parallel Gallery Oil Flow

1 Outlet end cover port
2 Load check valve
3 Oil gallery to operating element
4 Parallel gallery (loader lift valve)
5 Parallel gallery (loader bucket valve)
6 Inlet end cover port
7 Open center gallery

This principal of two, parallel galleries utilized on the loader valve section should not be confused with the single parallel gallery system used on the backhoe valve assembly.

The control valve exhaust gallery (not shown in Figure 8-77), carries both cylinder and circuit relief valve exhaust oil. This gallery extends from the outlet end cover to the inlet end cover where it is connected to the exhaust oil return tube which carries oil directly to the reservoir.

Oil flow through each section of the loader valve assembly is as follows and reference to Figure 8-77, in conjunction with the illustrations for each section of the loader valve, will aid understanding of the principals of operation.

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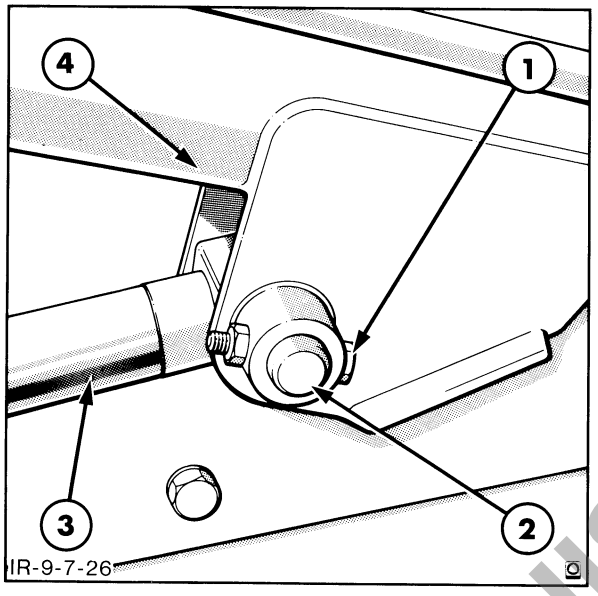


FIGURE 8-133

Loader Lift Cylinder Installation

1 Retaining bolt
2 Rod pin
3 Cylinder
4 Lift arm

Lift cylinder removal.

1. Position a suitable support between the cylinder barrel and ground.
2. Remove the rod pin by removing the pin to loader arm retaining bolt and nut, Figure 8-133.

   NOTE: The pin must be removed towards the outside of the unit. If the pin is tight, raise the loader arms, drive the pin towards the center of the unit and install a dummy pin of slightly smaller diameter. Lower the arms to the original position and remove the dummy pin.

3. Using hydraulic power, very slowly retract the cylinder so that the cylinder rod end comes clear of the attaching point on the lift arm.
4. Relieve any residual pressures and disconnect the hydraulic hoses. Cap or plug all exposed openings.

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BACKHOE CONTROL SYSTEM - DESCRIPTION AND OPERATION

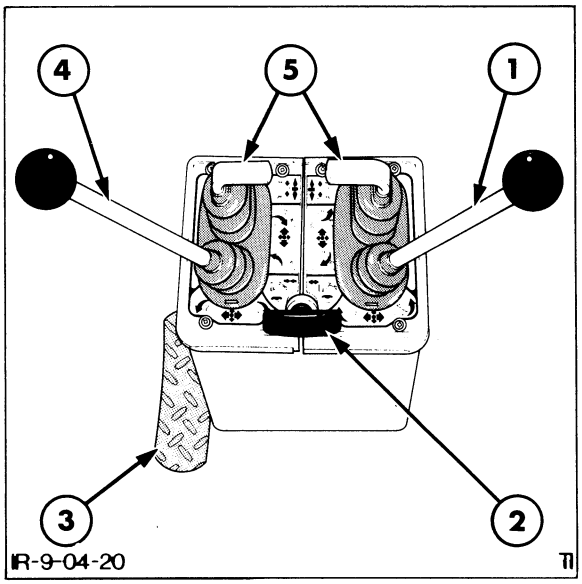


FIGURE 8-164

Backhoe Controls - Sideshift

1 Right hand control lever
2 Swing frame clamp lever
3 Extendible dipstick pedal
4 Left hand control lever
5 Stabilizer levers

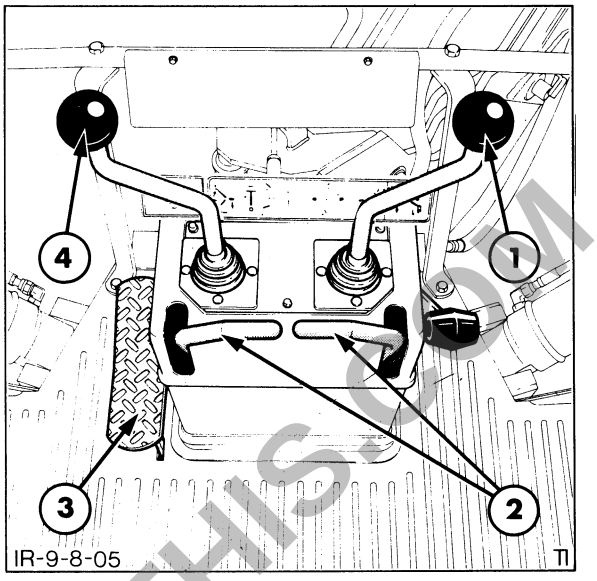


FIGURE 8-165

Backhoe Control Center Pivot

1 Right hand control lever
2 Stabilizer levers
3 Extendible dipstick pedal
4 Left hand control lever

The backhoe functions are controlled by a set of two main control levers, Figures 8-164 and 8-165.

However, a four lever backhoe control kit can be installed and is available as a dealer installed accessory where required.

Three lever backhoe controls with foot swings are also available as a dealer installed accessory.

Two additional small levers control the stabilizers, and on sideshift units, a "T" handle lever releases the swing frame carriage from the main frame to allow the backhoe to be repositioned about the frame. The extendible dipstick, where fitted, is operated by a foot pedal located on the left hand side of the control console.

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TROUBLESHOOTING - BACKHOE

Refer to the following backhoe troubleshooting chart after first considering the preceding chart. The backhoe chart should only be referred to if the supply circuit is performing normally, thereby confirming that the pump and hydraulic supply circuit is functioning to specification. See also "Troubleshooting Hydraulic Pump".

PROBLEM	POSSIBLE CAUSES	CORRECTION
Lift fails to operate, is slow, has loss of power or is not holding.	Lift circuit relief valve stuck open, set too low or seat is leaking.	Lift circuit relief valve pressure test.
	Piston seal leaking or cylinder barrel damaged.	Cylinder packing leakage test.
	Valve spool leakage.	Examine lift section of backhoe control valve assembly for wear and scoring.
Crowd fails to operate, is slow, has loss of power.	Crowd circuit relief valve (piston end) stuck open, set too low or seat is leaking.	Crowd circuit relief valve test.
	Piston seal leaking or cylinder barrel damaged.	Cylinder packing leakage test.
	Valve spool leakage.	Examine crowd section of backhoe control valve assembly for wear and scoring.
Bucket fails to operate, is slow, has loss of power.	Bucket circuit relief valve (rod end) stuck open, set too low, or seat is leaking.	Bucket circuit relief valve test.
	Piston seal leaking or cylinder barrel damaged.	Cylinder packing leakage test.
	Valve spool leakage.	Examine bucket section of backhoe control valve assembly for wear and scoring.
Extendible dipstick fails to operate, is slow, has loss of power or is not holding.	Extendible dipstick circuit relief valve (piston end) stuck open, set too low, or seat is leaking.	Extendible dipstick circuit relief valve test.
	Piston seal leaking or cylinder barrel damaged.	Cylinder packing leakage test.
	Valve spool leakage.	Examine dipstick section of backhoe control valve assembly for wear and scoring.
All backhoe circuits fail to operate, are slow or have loss of power.	Regenerative check valve in control valve outlet end cover stuck open or seat is leaking.	Back pressure relief valve and unload valve test.

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CYLINDER DIMENSIONS

	Piston Dia.		Rod Dia.		Stroke	
LOADER	**in**	**mm**	**in**	**mm**	**in**	**mm**
Lift cylinder (455D)	3.15	80	1.97	50	30.6	777
Lift cylinder (555D/575D/655D/675D)	3.15	80	1.97	50	34.7	878
Bucket cylinder (445D)	3.15	80	1.57	40	22.4	570
Bucket cylinder (555D/575D/655D/675D)	3.15	80	1.57	40	27.0	685
Multi-Purpose bucket cylinder	2.75	70	1.57	40	9.8	250
BACKHOE						
Lift cylinder (455D)	4.53	115	2.20	56	31.4	796
Lift cylinder (555D, 575D)	4.92	125	2.20	56	34.0	863
Lift cylinder (655D, 675D, 555D, 575D w/HED)	4.92	125	2.48	63	34.0	863
Crowd cylinder (455D)	4.53	115	2.48	63	30.7	780
Crowd cylinder (555D,575D,655D,675D)	4.53	115	2.48	63	31.2	792
Bucket cylinder	3.54	90	2.48	63	30.0	762
Extendible dipstick cylinder (455D,555D, 575D)	3.15	80	1.97	50	42.0	1067
Extendible dipstick cylinder (655D,675D)	3.15	80	1.97	50	48.0	1218
Swing cylinder (center pivot)	4.33	110	1.97	50	9.6	245
Swing cylinder (sideshift)	4.33	110	1.97	50	8.1	207
Stabilizer cylinder (center pivot)	3.94	100	2.20	56	27.1	688
Stabilizer cylinder (sideshift)	2.76	70	1.97	50	27.9	708

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FIGURE 9-2

Hinged Window Glass

1 Window latch mounts
2 Window latches
3 Hinges
4 Window sealing strip
5 Rear windshield wiper

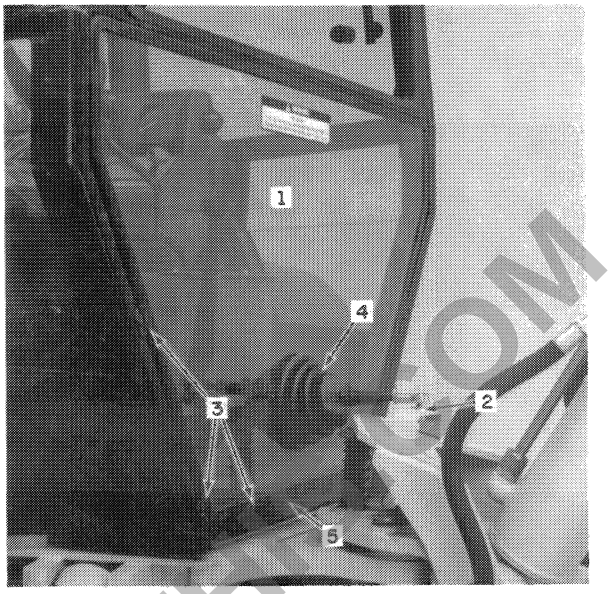


FIGURE 9-3

Bolted-On Glass

1 Rear glass
2 Boom lock linkage
3 Window mounting bolts and clips
4 Boot
5 Window seal

Hinged Cab Glass Replacement

1. Remove all parts attached to glass, Figure 9-2.
2. Install sealing strip on new glass and attach parts removed from old glass.
3. Reinstall window assembly on hinges.

Rear Lower Glass Replacement

1. Remove boom lock linkage at 1, Figure 9-3. Collapse boot and push it into the cab.
2. Remove bolts and clips and carefully remove glass.
3. Install seal on new glass.
4. Place new glass over boom lock linkage and center in frame. Install clips and bolts and tighten. (Installing the two lower clips first will help hold the glass).

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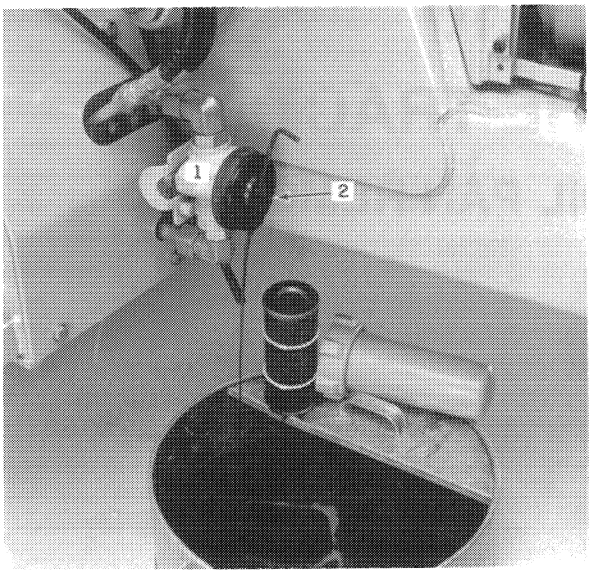


FIGURE 10-3

Draining Hydraulic System

1. Hydraulic filter base
2. Anti-syphon valve

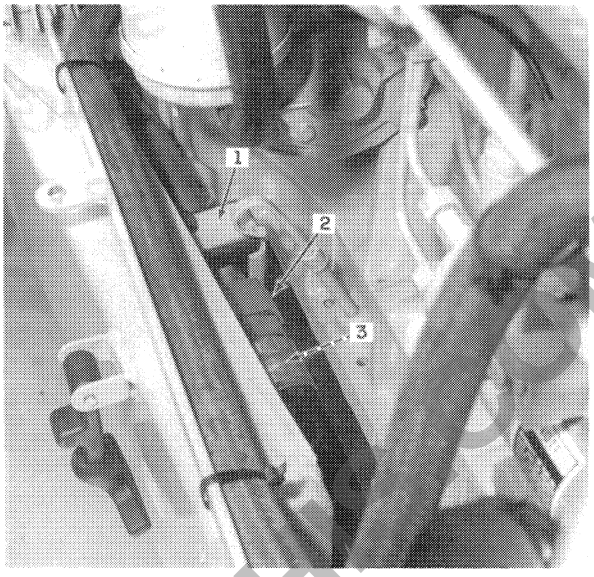


FIGURE 10-4

Hydraulic Pressure and Return Lines

1. Clamp
2. Return line
3. Pressure line (not seen)

5. Pump out or drain the hydraulic oil.

   NOTE: Removing the filter and opening the anti-syphon valve is an easy way to drain the oil, on units below serial number A422183, if a pump isn't available, Figure 10-3. On units above serial number A422182, remove the oil filter and disconnect the large line at the filter.

6. Remove the clamp and disconnect the hydraulic pressure and return lines on the right side of the engine, Figure 10-4.
7. Drain the radiator and disconnect the radiator hoses from the radiator.
8. Remove the oil cooler top support bolts, and disconnect the transmission oil cooler lines at the cooler, Figure 10-5. (Plug the lines and cooler to keep dirt from entering.)
9. Disconnect the horn wires.

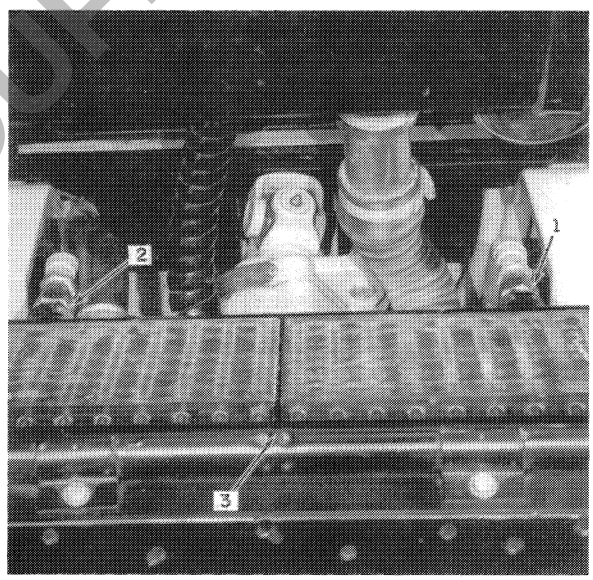


FIGURE 10-5

Transmission Oil Cooler Lines

1. Inlet line connection
2. Outlet line connection
3. Transmission oil cooler assembly

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STARTING FLUID CYLINDER INSTALLATION

NOTE: For proper system operation, use Kold Ban International Ltd. 8 oz. (225 G) starting fluid cylinder #020041. This cylinder is available through the following sources:

- Most large truck parts and repair centers.
- Kold Ban International distributors - telephone: 1-800-527-8278 USA

NOTE: Always clean dirt away from the top and exterior of the cylinder, dust cap, and valve before removing the starting fluid cylinder or the dust cap.

Refer to Figure 1.

1. Remove the dust cap from the valve if a cylinder is not fitted to the valve.
2. Remove the cylinder if one is fitted by releasing the clamp and turning the cylinder counterclockwise.
3. Prior to installing a new cylinder, check the gasket in the valve. Replace the gasket if damaged. Only one gasket should be used or the unit will not operate.
4. Install the cylinder into the valve and turn it clockwise until the cylinder contacts the gasket. Tighten an additional 1/2 turn (180 degrees).

   NOTE: A starting fluid cylinder or dust cap should always be installed on the valve to protect the engine from contamination.

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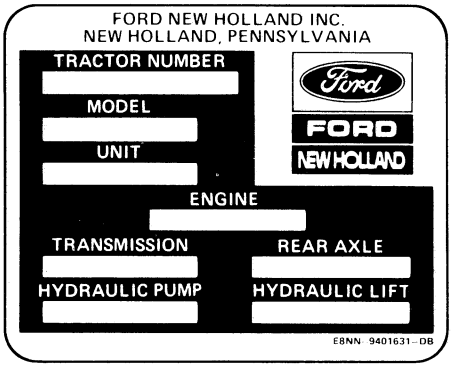


FIGURE 0-1

Vehicle Identification Plate

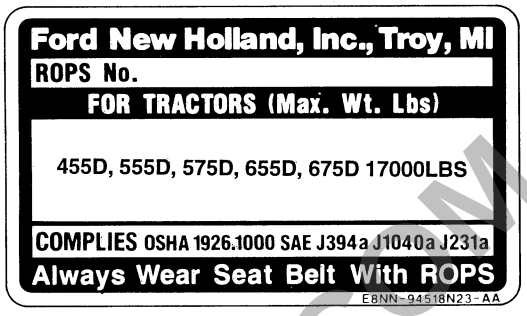


FIGURE 0-3

Cab Identification Plate

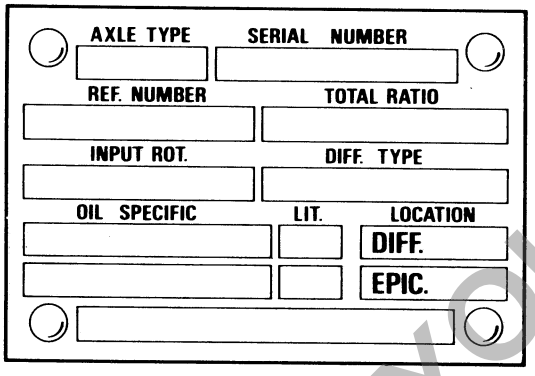


FIGURE 0-2

Four Wheel Drive Front Axle Identification Plate



FIGURE 0-4

Backhoe Identification Plate

The vehicle identification plate, Figure 0-1, is located on the left-hand side of the steering console and is stamped with the following information:

Unit Serial Number, Model Code, Production Date Code of the complete Unit, of the Engine, the Transmission, and the Rear Axle assembly.

The identification plate for the optional Four-Wheel Drive front axle, Figure 0-2, is located on the rear right-hand side of the front axle casing.

The Cab/ROPS identification plate, Figure 0-3, is located on the right-hand 'B' pillar of the cab/ROPS frame.

The identification plate for the backhoe assembly, Figure 0-4, is attached to the rear left-hand side of the main frame on the sideshift models, or attached to the side frame under the left-hand rear fender on center pivot models.

Whenever repairing the tractor, the serial number information should be noted and used when referring to Service Bulletins or ordering parts.

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CONTROL VALVE - OVERHAUL

SHIMS

LOCATION	SIZE AVAILABLE
PTO Pressure Regulating Valve	0.050″ (Nominal) (1.20 mm)
PTO Control Valve	0.015″ (0.381 mm) 0.030″ (0.762 mm)
PTO Drive Shaft - (Refer to Chart Below for Shimming Thickness)	0.030″ (0.762 mm)

Gap Measurement	Shims to be Installed	Gap Measurement	Shims to be Installed
0.006″ (0.14 mm) 0.035″ (0.89 mm)	0	0.096″ (2.42 mm) 0.124″ (3.17 mm)	3
0.036″ (0.90 mm) 0.065″ (1.65 mm)	1	0.125″ (3.18 mm) 0.155″ (3.94 mm)	4
0.066″ (1.66 mm) 0.095″ (2.41 mm)	2	0.156″ (3.95 mm) 0.185″ (4.70 mm)	5

REMOVAL

1. Remove the rear axle top cover. See "Rear Axle and Brakes" - Section 5.
2. Disconnect the control valve to clutch and brake assembly tube at the control valve.
3. Disconnect the brake pressure regulating valve to control valve tube at the control valve.
4. Remove the split pin and clevis pin and disconnect the valve plunger from the control lever link.
5. Remove the valve spigot bolt and retaining bolt and withdraw the valve assembly from the rear axle center housing.
6. Unscrew the retaining bolt and remove the exhaust tube clamp.
7. Pull the exhaust tubes free from the valve body.

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