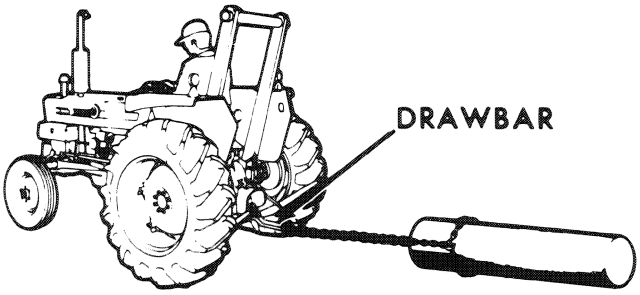
All tractors equipped with a ROPS or cab are also equipped with a seat belt which, when used by the operator, maximizes the protection offered by the ROPS. ALWAYS use your seat belt when the ROPS is installed—seat belts save lives when they are used. Do not use your seat belt when the ROPS is not installed on the tractor.



WARNING: *Never attach chains, ropes, or cables to the ROPS or Cab for pulling purposes; this is very dangerous, as the tractor will tip backward. Always pull from the tractor drawbar.*

WARNING: *If the ROPS cab is removed or replaced, make certain that the proper hardware is used and the recommended torque values are applied to the attaching bolts.*

Be careful when driving through door openings or under low overhead objects. Make sure there is sufficient clearance for the roll bar or cab to clear.

POSSIBLE DAMAGE TO THE ROPS

If the machine has rolled over or the ROPS has been in some other type of accident (such as hitting an overhead object during transport) you must replace the ROPS to get the original protection.

After an accident, check for damage to the ROPS, the operator's seat, the seat belt and the seat belt mountings. Before you operate the machine, replace all damaged parts.

DO NOT TRY TO WELD OR STRAIGHTEN THE ROPS.

KEY-STARTER SWITCH

The key-starter switch (11), Figure 3, controls the tractor electrical system, the starting motor, and the thermostart cold weather starting aid. The key-starter switch positions are shown in Figure 4.

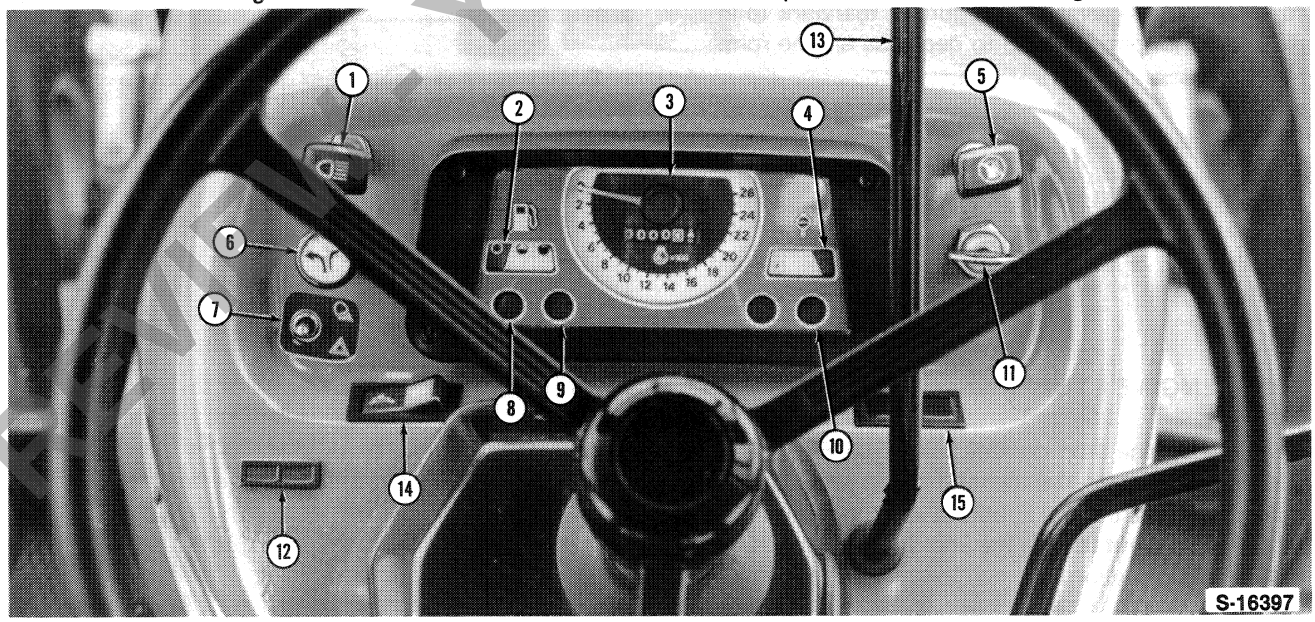


Figure 3
Instruments and Controls

1. Light Switch
2. Fuel Gauge
3. Proof Meter
4. Coolant Temperature Gauge
5. Engine Stop Control
6. Turn Signal Switch
7. Flasher/Work Light Switch
8. Charge Indicator Warning Light
9. Air Cleaner Restriction Warning Light
10. Engine Oil Pressure Warning Light
11. Key Starter Switch
12. Turn Signal Indicator
13. Hand Throttle
14. Dual Power Switch
15. Front Wheel Drive Switch

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BREAK-IN PROCEDURES

Your new Ford Tractor will provide long and dependable service if given proper care. During the first 50 hours of operation:

1. Avoid lugging the engine. Operating in a high gear with a heavy load will cause excessive engine "lugging". "Lugging" occurs when the engine will not respond to an increased throttle setting.

2. Avoid continuous operation at a constant engine speed. Use a lower gear when pulling a heavy load; a higher gear when pulling a light load. Selecting the correct gear ratio will save fuel and prolong engine life.

3. Check the instruments frequently. Daily checks should include:

   - Radiator coolant level
   - Engine oil level
   - Hydraulic system oil level
   - Transmission oil level
   - Rear axle oil level
   - Power steering oil level

STARTING THE ENGINE

A safety starter switch on Ford Tractors allows the starter to be used only when the transmission shift levers are in neutral. (8x2 transmission) or when the gear shift lever is in "neutral" (8x4 synchromesh transmission).

WARNING: *Do not attempt to start the engine while standing beside the tractor. Always sit in the seat.*

IMPORTANT: *Do not crank the starting motor continuously for more than 30 seconds to avoid starting motor failure.*

WARM WEATHER STARTING

1. Apply the parking brake. Place the transmission levers in neutral.

2. Move the hand throttle to half-open. Push the diesel engine stop control all the way in.

3. Turn the starter key to "START", Figure 4. Release the key when the engine starts. Be sure the engine oil pressure and charge indicator lights go out.

   NOTE: *If the engine fails to start after cranking for 30 seconds, refer to the following "Cold Weather Starting" paragraph.*

   IMPORTANT: *To assure adequate turbocharger lubrication on 7610 Tractors, idle the engine one minute at 1000 rpm before driving the tractor. Do not race the engine during the one minute warmup period.*

COLD WEATHER STARTING

1. Depress the clutch and shift the gear shift levers to neutral. Push in the fuel shut off valve. Apply the parking brake.

2. Move the throttle to half open.
   Models 6610 and 7610: Depress the excess fuel button.

3. Turn the key to the "START" position.

4. When the engine starts, release the key.

   IMPORTANT: *If the tractor is equipped with Dual Power and the air temperature is below 0° F. (-17.8° C.), the Dual Power control switch must be in the tortoise (or power) position, Figure 12, for the first 15 minutes of operation. This will prevent insufficient oil flow to the Dual Power clutches while the oil is cold.*

   NOTE: *Ford tractors should not be towed or pushed to start the engine. This can cause severe stress to the drive train and can cause the engine to overspeed. In addition, severe damage to the dual power friction plates will likely occur if dual power equipped tractors are towed or pushed to start the engine.*

   Never hold the steering wheel against the stops for more than ten seconds. Wait at least one minute before repeating. Failure to comply may result in damage to the steering system components.

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LUBRICATION AND MAINTENANCE CHART

INTERVAL	ITEM	CHECK	CLEAN	LUBE	CHANGE	ADJUST	PAGE NO.	COMMENTS
Daily or 10 Hours	Engine Oil Level	X					59	
	Radiator Coolant Level	X					71	
	Pre-Cleaner Bowl		X				61	
	Air Cleaner Outer Element		X				62	When Warning Light is on
50 Hours	Tire Pressure	X					53, 54	**WARNING:** *Do not inflate rear tires over 35 psi*
	Clutch Pedal Free Play	X					81	
	Engine Oil and Filter				X		59	Change 7610 at first 50 hours, then every 150 hours thereafter. Change 5610 and 6610 at first 50 hours, then every 300 hours thereafter.
	Belt Pulley Oil Level	X					67	
	Battery Electrolyte Level	X					76	
	Fuel Filter		X				61	Drain filter and bleed system
	Transmission and Rear Axle Oil Level	X					65	
	Differential Oil (Front Wheel Drive)				X		65	Change at first 50 hours, then every 1200 hours thereafter.
	Front Wheel Hubs			X			68	
	Foot Brake Pivots			X			68	
	Clutch Pedal Pivot			X			68	
	Front Wheel Spindles			X			68	
	Front Axle Center Pivot			X			68	
	Hydraulic Lift Linkage			X			68	
	Front Axle Hub Oil (Front Wheel Drive)				X		64	Change at first 50 hours, then at every 1200 hours thereafter.
150 Hours	Engine Oil and Filter				X		59	Ford 7610 only
300 Hours	Engine Oil and Filter				X		59	Ford 5610 and 6610
	Power Steering Oil Level	X					67	
	Hydraulic Oil Filter				X		66	
	Belts	X				X	72	
	Foot Brakes					X	81	
600 Hours	Front Wheel Bearings		X	X		X	80	
	Fuel Injectors				X		75	
	Fuel Filter				X		60	
	Valve Tappet Clearance	X				X	76	
	Power Steering Oil				X		67	
	Power Steering Oil Filter				X		67	
1200 Hours	Transmission and Rear Axle Oil				X		65	
	Front Axle Hubs (Front Wheel Drive)				X		64	
	Differential (Front Wheel Drive)				X		64	
Seasonal	Radiator Coolant						71	See page 71 for instructions
	Front Axle Tie Rods		X				82	

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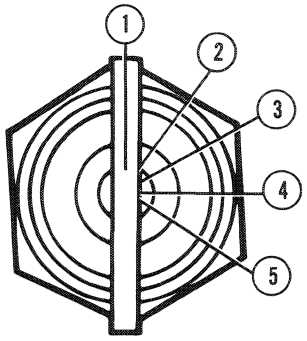
CAPACITIES	5610	6610	7610
Fuel Tank	21.0 U.S. Gal. 17.4 Imp. Gal. 79.5 Liters	21.0 U.S. Gal. 17.4 Imp. Gal. 79.5 Liters	21.0 U.S. Gal. 17.4 Imp. Gal. 79.5 Liters
Auxiliary Tank		13.5 U.S. Gal. 11.2 Imp. Gal. 51.1 Liters	13.5 U.S. Gal. 11.2 Imp. Gal. 51.1 Liters
Cooling System w/o Heater	13.5 U.S. Qts. 11.2 Imp. Qts. 12.8 Liters	13.5 U.S. Qts. 11.2 Imp. Qts. 12.8 Liters	18 U.S. Qts. 15 Imp. Qts. 17 Liters
Transmission and Rear Axle*			
540 P.T.O.	56.0 U.S. Qts. 46.3 Imp. Qts. 53.0 Liters	56.0 U.S. Qts. 46.3 Imp. Qts. 53.0 Liters	56.0 U.S. Qts. 46.3 Imp. Qts. 53.0 Liters
540/1000 P.T.O.	60.0 U.S. Qts. 49.6 Imp. Qts. 56.8 Liters	60.0 U.S. Qts. 49.6 Imp. Qts. 56.8 Liters	60.0 U.S. Qts. 49.6 Imp. Qts. 56.8 Liters

*Front Wheel Drive Units Add 3.8 U.S. Pts.

Power Steering	4.6 U.S. Pts. 3.8 Imp. Pts. 2.2 Liters	4.6 U.S. Pts. 3.8 Imp. Pts. 2.2 Liters	4.6 U.S. Pts. 3.8 Imp. Pts. 2.2 Liters
Engine Crankcase			
With Filter Change	9.0 U.S. Qts. 7.5 Imp. Qts. 8.5 Liters	9.0 U.S. Qts. 7.5 Imp. Qts. 8.5 Liters	9.0 U.S. Qts. 7.5 Imp. Qts. 8.5 Liters
Without Filter Change	8.0 U.S. Qts. 6.7 Imp. Qts. 7.6 Liters	8.0 U.S. Qts. 6.7 Imp. Qts. 7.6 Liters	8.0 U.S. Qts. 6.7 Imp. Qts. 7.6 Liters
Front Wheel Drive Front Hubs (Quantity shown is for one hub only)	1.3 U.S. Pts. 1.1 Imp. Pts. .6 Liters	1.3 U.S. Pts. 1.1 Imp. Pts. .6 Liters	1.3 U.S. Pts. 1.1 Imp. Pts. .6 Liters
Front Wheel Drive Differential Case	10.6 U.S. Pts. 9.3 Imp. Pts. 5.0 Liters	10.6 U.S. Pts. 9.3 Imp. Pts. 5.0 Liters	10.6 U.S. Pts. 9.3 Imp. Pts. 5.0 Liters

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S-14710

Figure 4
Key-Starter Switch Positions

1. Off
2. Accessory
3. On
4. Thermostart
5. Start

HAND THROTTLE CONTROL LEVER

Move the throttle lever (13), Figure 3, rearward to increase engine rpm, forward to decrease engine rpm.

FOOT THROTTLE

The foot throttle (5), Figure 11, is used to temporarily increase engine speed above the speed set by the hand throttle. It returns to the hand throttle setting when released.

DIESEL ENGINE STOP — CONTROL

The diesel engine stop control, shown in Figure 3, is used with the key-starter switch to stop and start the engine. Push the control in before starting the engine. Pull the control out to stop the engine. See page 26 for additional information.

LIGHT SWITCH (NON-CAB MODELS)

The light switch (1), Figure 3, is a push-pull type switch. The positions are:

- In .....Off
- Intermediate . . . Low beam headlamps, tail light, flasher warning light, instrument lights, accessory lights
- Out .....Low and high beam headlamps, tail light, flasher warning light, instrument lights, accessory lights

FLASHER WARNING LIGHTS AND WORKING LIGHTS (NON-CAB MODELS)

Your tractor is equipped with two flasher warning lights. The light switch must be on to activate the flashing warning light. To turn on the light, push the switch on the base of the lamp housing. See Figure 5 for an illustration of all tractor lights.

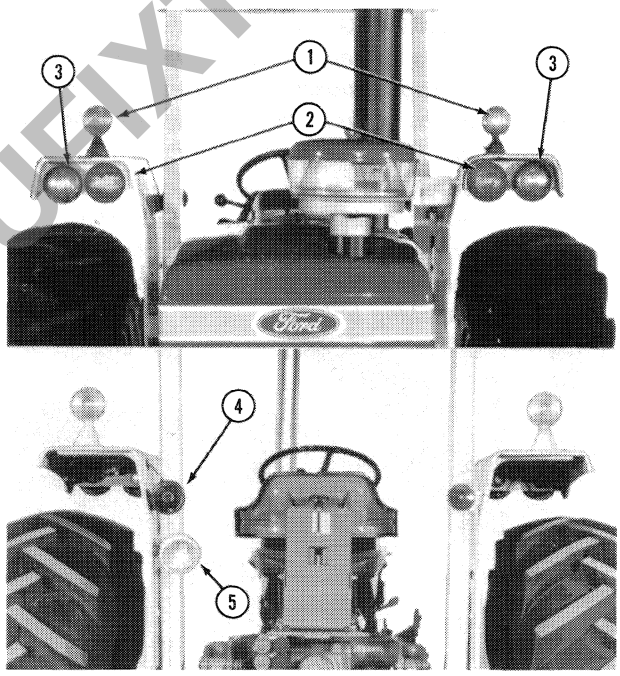


Figure 5
Tractor Lights

1. Flashing Warning Light(s)
2. Single Beam Headlamps
3. Dual Beam Headlamps
4. Tail Light
5. Work Light

EXTERNAL LIGHT SWITCHES (CAB MODELS)

The console mounted light switch (1), Figure 3, controls the headlights, instrument panel lights and the red tail light, shown in Figure 6. The switch operates as follows:

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To operate the heater, simply plug the cord (2) into a 115 A.C. line voltage extension cord and allow it to heat for 2 hours before starting the engine as outlined in "COLD WEATHER STARTING" above.

NOTE: *While the heater can be operated longer than two hours without damage, no noticeable increase in effectiveness will be achieved after two hours of operation.*

STOPPING THE ENGINE

1. Reduce the engine speed to idle.
2. Apply the parking brake.
3. Pull the diesel stop control out until the engine stops, then turn the key-starter switch to the "OFF" position.

IMPORTANT: *Ford 7610 Tractor: To assure adequate cooling of the turbocharger, idle the engine for approximately one minute at 1000 rpm before stopping the engine. Do not race the engine during the one minute cool off period.*

IMPORTANT: *Failure to turn the key-starter switch to the "OFF" position after the engine stops will result in the warning lights remaining on, causing the battery to discharge.*

OPERATING THE TRANSMISSION AND P.T.O.

8 x 2 TRANSMISSION

The 8 x 2 transmission operates through the use of a clutch pedal, gearshift lever, and a high-low shift lever. Figure 26 illustrates the levers involved.

Always depress the clutch pedal fully and bring the tractor to a complete stop before moving either gearshift lever. Do not attempt to change gears while the tractor is in motion.

When the high-low shift lever is in the low range, 1st, 2nd, 3rd, 4th, and (R1) gear ratios can be selected with the gearshift lever. When the high-low lever is in the high range, 5th, 6th, 7th, 8th and (R2) gear ratios can be selected.

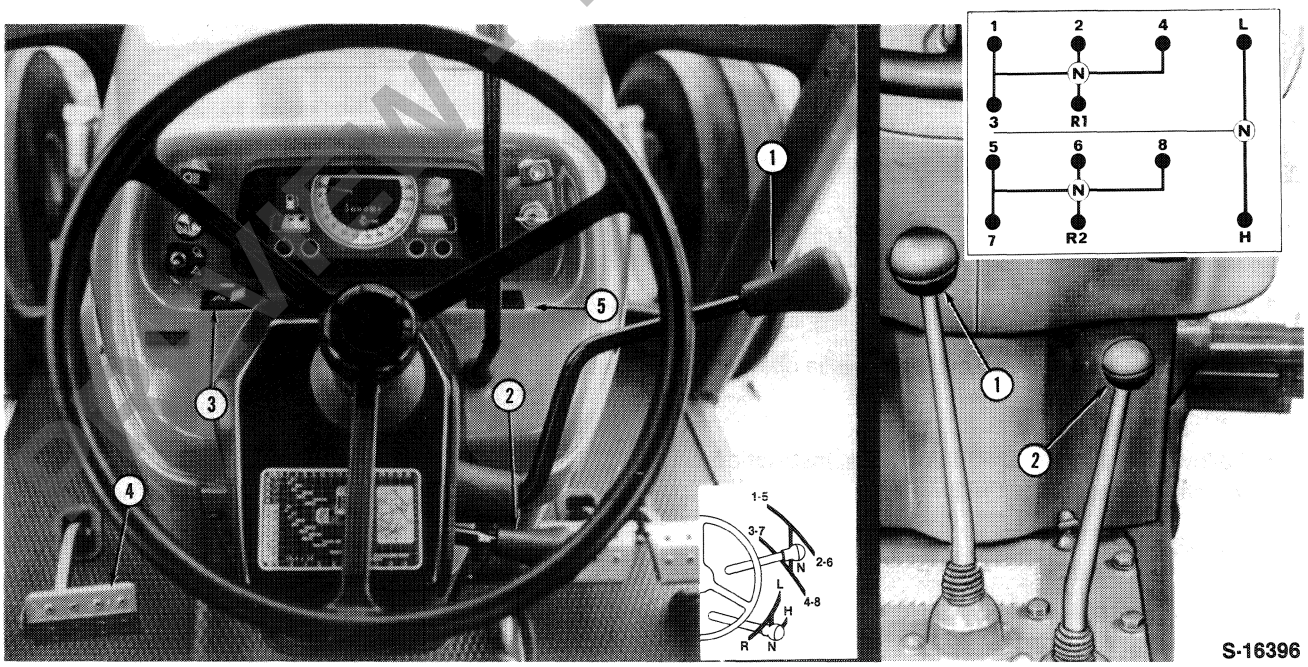


Figure 26
Transmission Controls

1. Gearshift Lever
2. High/Low Shift Lever
3. Dual Power Switch
4. Clutch
5. Front Wheel Drive Switch

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NOTE: *It is a good practice to fill the fuel tank with fuel after completing work at the end of each day. This will reduce overnight condensation of water in the tank.*

FUEL AND LUBRICATION SERVICE PROCEDURES

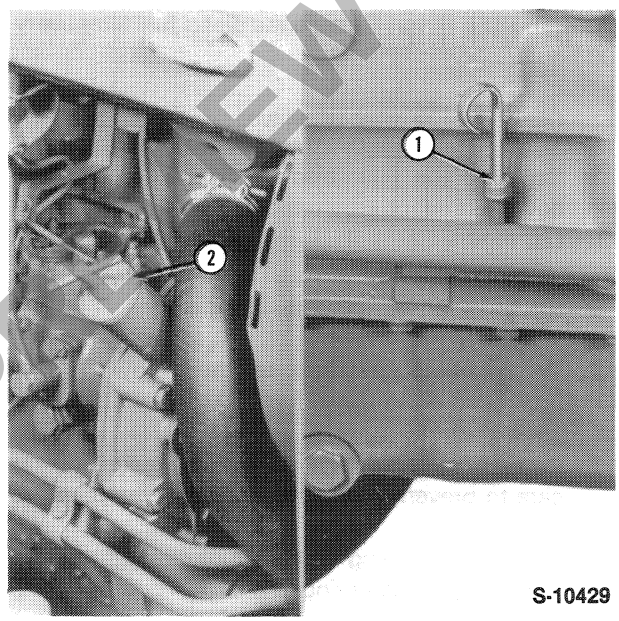
Your new Ford Tractor is equipped with filters to protect vital points from damage by dirt. Precautions must, however, be taken to prevent lubricant contamination by dirt or water during storage. Service intervals in this section are based on the assumption that only new oil, of the type specified, is used.

ENGINE

Checking Oil Level: Check the engine oil level daily or every 10 hours.

1. With the tractor standing level, and after the engine has been stopped for a period of time, check the engine oil level with the dipstick, Figure 49.

2. If the oil level is low, remove the filler cap, Figure 49, and add oil. Do not overfill. See page 87, for oil specifications.



S-10429

Figure 49
Engine Oil Check

1. Dipstick
2. Filler Cap

3. Install the oil filler cap.

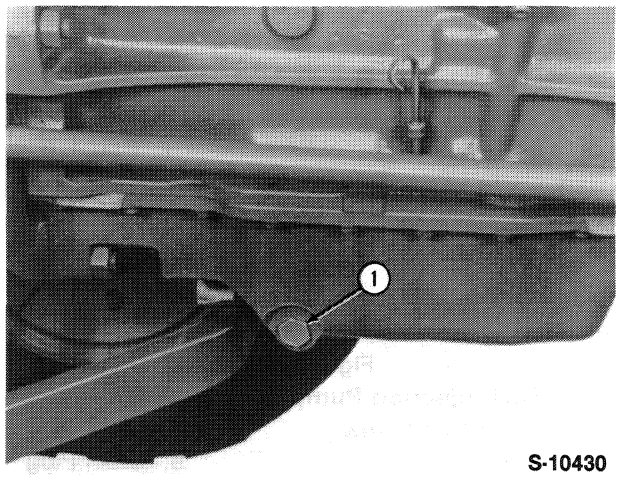
Changing Engine Oil and Filter: Change Ford 5610 and 6610 oil and filter at 50 hours and at 300 hours thereafter. Change Ford 7610 oil and filter at 50 hours and at 150 hours thereafter.

NOTE: *Oil change intervals should be adjusted according to sulfur-content of diesel fuel.*

Sulfer Content, %	Oil Change Interval
Below 0.5	Normal
0.5 — 1.0	1/2 Normal
Above 1.0	1/4 Normal

The use of fuel with a sulfer content above 1.3% is not recommended.

1. With the engine off, but at normal operating temperature, remove the drain plug, Figure 50. Install the plug when the oil has drained.



S-10430

Figure 50
Engine Oil Drain

1. Drain Plug

2. Remove and discard the filter.

3. Coat the gasket on the new filter with a film of oil. Screw the filter into place until the gasket contacts its mating surface, then turn the filter approximately 3/4 turn by hand. Do not overtighten.

4. Add new oil of the type specified, page 87. After adding the oil, start the engine and check the filter for leaks.

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COOLING SYSTEM

Type	Pressurized liquid
Water Pump	Centrifugal w/recirculating bypass
Drive	V-Belt
Fan Belt Deflection	New belt—1/2 in. (12.7 mm); used belt 3/4 in. (19.1 mm). 25 lb. (11.34 kg) force applied midway between pulleys.
Thermostat:	
Starts to Open	168° F. (75.7° C.)
Fully Open	192° F. (88.8° C.)
Radiator Cap	7 psi (0.49 kg/cm²)

ENGINES

	5610 Diesel	6610 Diesel	7610 Diesel
Cylinders	4	4	4
Displacement - CID (cc)	256 (4195)	268 (4393)	268 (4393)
Bore - in. and (mm)	4.4 (112)	4.4 (112)	4.4 (112)
Stroke - in. and (mm)	4.2 (107)	4.4 (112)	4.4 (112)
Compression Ratio	16.3:1	16.3:1	15.6:1
Firing Order	1-3-4-2	1-3-4-2	1-3-4-2
Idle Speed (rpm)	600-700	600-700	600-700
Maximum Speed (rpm)	2300	2320	2320
Rated Speed (rpm)	2100	2100	2100
Valve Clearance (Warm)			
Intake Go	.014 in. (.355 mm)	.014 in. (.355 mm)	.014 in. (.355 mm)
No Go	.016 in. (.406 mm)	.016 in. (.406 mm)	.016 in. (.406 mm)
Exhaust Go	.017 in. (.432 mm)	.017 in. (.432 mm)	.017 in. (.432 mm)
No Go	.019 in. (.482 mm)	.019 in. (.482 mm)	.019 in. (.482 mm)

LUBRICANTS

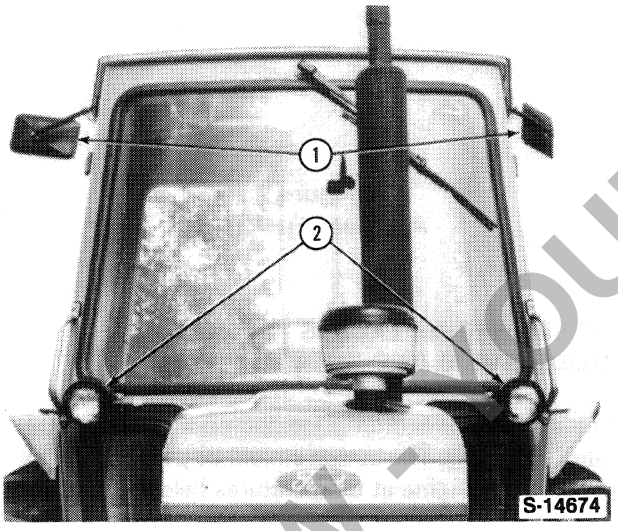
Power Steering	Ford 41
Hydraulic System, Transmission and Rear Axle	Ford 41
Rear Axle	Ford 134
Engine Oil	Ford 121
Front Wheel Drive Hubs	E0AZ-19580
Front Wheel Bearings and Lubrication Fittings	ITMIC 137A or Good Quality, Multi-Purpose Lithium Base, Cup Type Grease

NOTE: *Ford Tractor engine oil is a super premium, heavy-duty engine oil compounded specifically to meet the rigid requirements of Ford Tractor engines. Ford engine oil exceeds both SF and CD requirements. It is available from your Ford Tractor-Equipment dealer. Use the following chart to determine which SAE Grade engine oil to use:*

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POSITION	LIGHTS
• In	Off
• Intermediate	Headlight low beams, red tail light, instrument panel lights
• Out	Headlight high beams, red tail light, instrument panel lights



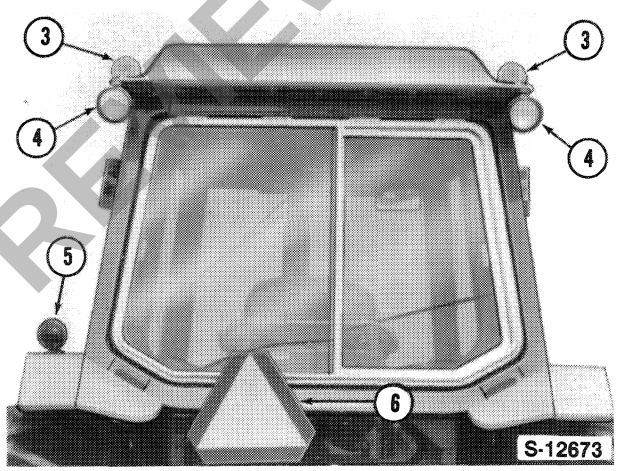


Figure 6
Tractor Lights

1. Outside Rear View Mirror(s)
2. Headlights
3. Flasher/Turn Signal Lights
4. Work Light(s)
5. Tail Light
6. SMV Emblem

The toggle type switch (7), Figure 3, activates the flasher/turn signal lights and the work light(s) as follows:

POSITION	LIGHTS
• Up	Rear work light(s)
• Center	Off
• Down	Flasher/turn signal lights

With the toggle type switch (7), Figure 3, in the down position, the rotating switch (6), Figure 3, will activate the flasher/turn signal lights as follows:

POSITION (ROTATED TO THE)	FLASHER/TURN SIGNAL LIGHTS
• Left	Left Turn Light
• Center	Both flasher lights
• Right	Right Turn Light

NOTE: *The turn signals are wired so when either turn signal is flashing the other turn signal light will be on.*

NOTE: *For your protection use the flasher/turn signal lights both day and night when traveling on public roads unless prohibited by law. Local regulations vary regarding flashing lights and turn signals. Check the local regulations and have your Ford Tractor-Equipment Dealer make any necessary modifications.*

PROOF-METER

The Proof-Meter (3), Figure 3, indicates engine revolutions per minute (rpm) and hours and tenths of hours your Ford Tractor has operated, based upon an engine speed of 1666 rpm. Use the Proof-Meter in conjunction with the transmission shift decal and the ground speed chart on page 93 to determine ground speed. Operation of the engine at speeds above or below 1666 rpm will cause the Proof-Meter to accumulate hours faster or slower than clock hours. Use the Proof-Meter as a guide to determine hourly service and maintenance intervals.

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8 x 4 SYNCHROMESH TRANSMISSION

The 8 x 4 Synchromesh Transmissions operate through the use of a clutch pedal, gearshift lever and a high-low-reverse shift lever. Figure 26 illustrates the levers and shift pattern.

The Synchromesh Transmission permits shift-on-the-go gear changing between 1st to 4th gears while in low range and between 5th to 8th gears while in high range. In addition, the low/reverse selector lever positions are on the same plane for ease of shuttle operations.

The gearshift lever has a neutral position (N). A safety switch prevents operation of the starting motor unless the lever is in the start position (N).

Depress the clutch and pull the gearshift lever up from the start (N) position. Push the lever forward for 1st gear or pull rearwards for 2nd gear.

Return the lever to the start position (N) and push down. Push forward for 3rd gear or pull rearwards for 4th gear. Use the same procedure to shift between 5th, 6th, 7th and 8th gears when the high/low/reverse lever is in high range. Any of these ratios may be selected with the tractor moving or stationary provided the clutch is fully depressed.

IMPORTANT: *When down shifting on the go, with the 8 x 4 transmission, always shift into each gear sequentially to prevent clutch and engine over speed which may damage components.*

To select the required transmission range, push the high-low lever forward from the neutral position (N) to select low (L) or pull rearwards to select reverse (R).

To engage the high range (H) press the gearshift lever down while in the neutral position then forward to the high position. Stop the tractor and depress the clutch before moving the high-low gearshift lever.

IMPORTANT: *When towing the tractor, it is essential that the transmission range (high-low) lever is kept in the neutral (N) position. Non-compliance may result in damage to transmission components.*

DUAL POWER

Tractors equipped with the Dual Power option have a hydraulically operated planetary gearset located within the transmission housing providing direct drive and under drive. This two-speed power shift gearset, in conjunction with the eight-speed manual transmission, provides a total of 16 forward and 4 reverse speeds. Figure 26 shows the Dual Power control switch. The hare position engages normal or direct drive. The tortoise position engages power or under drive.

IMPORTANT: *When the temperature is below 0° F. (-17.8° C.) and if the tractor has a Dual Power transmission, the control switch, Figure 26, must be in the tortoise (power) position for the first 15 minutes of operation. Operating with the switch in the hare (direct drive) position may result in insufficient oil flow to the Dual Power clutches because of cold oil.*

NOTE: *Avoid using the clutch pedal as a "footrest" (riding the clutch). Prolonged operation in this manner can damage the clutch components.*

When the high-low shift lever is in the low range, first, second, third, fourth gear ratios can be selected with the gear shift lever. When the high-low shift lever is in the high range, fifth, sixth, seventh, eighth gear ratios can be selected. To select reverse gear, move the high-low shift lever to the reverse position. This will provide reverse for each of the four speeds as selected by the gear shift lever.

If your tractor is equipped with Dual Power, two speeds may be selected in each gear, providing, for example, first gear normal (direct) drive and first gear power (under) drive. Normal drive provides the same speeds as the standard eight-speed transmission while Power Drive provides 28% more torque and 22% less ground speed than direct drive in the same gear.

P.T.O. OPERATION

Your tractor may be equipped with either a 540 rpm P.T.O. (standard on 5610 and 6610) or an interchangeable 540/1000 rpm P.T.O. (standard on 7610). Tractors equipped with the 540 rpm P.T.O. cannot be converted to 540/1000 rpm P.T.O.

Operation of 540 rpm P.T.O. driven equipment is obtained by using the 6 spline, 1-3/8 in. (34.9 mm) P.T.O. output shaft. The rated speed of 540 ± 10 rpm is achieved at 1900 engine rpm. If equipped with the 540/1000 rpm P.T.O. system, the drawbar must be set in the 14 in. (355.6 mm) position as shown in Figure 27.

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FUEL INJECTION PUMP—FORD 6610 AND 7610

Change the pump oil every 300 hours.

1. Drain the pump by removing the filler plug, level plug, and drain plug, Figure 51.
2. Install the drain plug.
3. Fill the pump with clean engine oil until oil flows from the level plug hole.
4. Install the filler and level plugs.
5. Bleed the system as outlined on page 61.

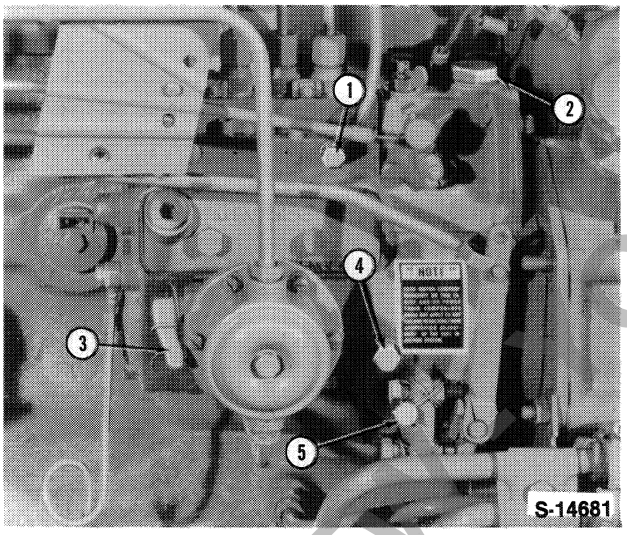


Figure 51
Fuel Injection Pump-Ford 6610, 7610

1. Pump Bleed Screw
2. Filler Plug
3. Lift Pump Lever
4. Level Plug
5. Drain Plug

FUEL FILTER

Draining the Filter: Drain the diesel fuel filter every 50 hours to remove water. Drain the filter at more frequent intervals when high condensation is evident.

1. Be sure there is adequate fuel in the fuel tank; then unscrew the drain plug (4) in the base of the filter, Figure 52.
2. Allow fuel to drain until all water has been removed and only fuel flows from the filter. Close the drain plug.

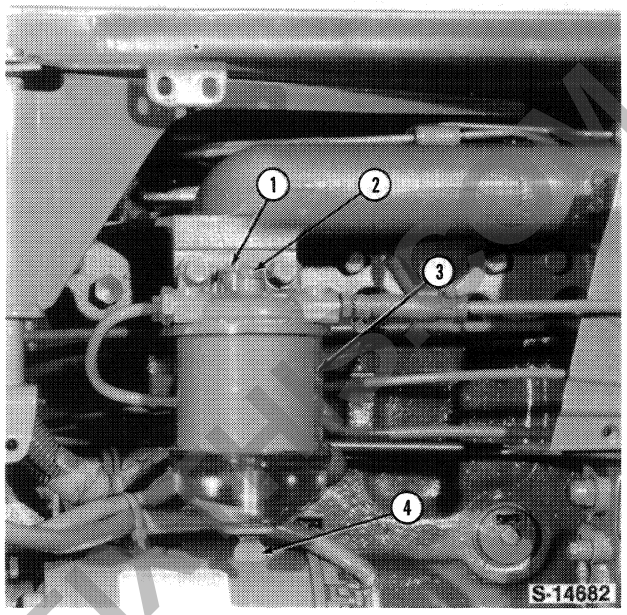


Figure 52
Diesel Fuel Filter

1. Bleed Screw
2. Filter Retaining Bolt
3. Filter
4. Drain Plug

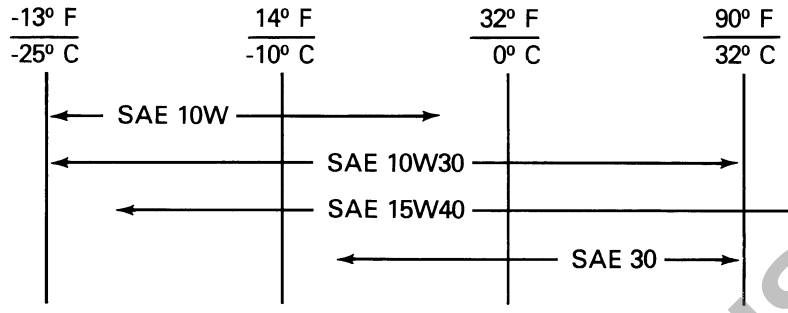
3. Bleed the system as outlined under "BLEEDING THE FUEL SYSTEM".

Changing the Filter: Change the diesel fuel filter every 600 hours.

1. Close the fuel shut-off valve.
2. Separate the filter element from the sediment bowl and adapter by removing the retaining bolt (2), Figure 52.
3. Discard the element and sealing rings.
4. Wash the adapter and sediment bowl with a brush and clean diesel fuel.
5. Install a new element and sealing rings, taking care to prevent dirt from contacting the parts.
6. Install the retaining bolt. Do not overtighten and rupture the sealing rings.
7. Open the fuel shut-off valve.
8. Bleed the fuel filter and injection pump as follows.

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OUTDOOR TEMPERATURES AND RANGES OF APPLICATION



Should Ford engine oil (Ford 121) not be readily available, use an equivalent oil as determined in the preceding chart.

In areas where prolonged periods of extreme temperatures are encountered, local lubricant practices are acceptable, such as the use of SAE 5W (CC) in extremely cold temperatures or the use of SAE 40 (CD) or SAE 50 (CD) in extremely high temperatures.

ELECTRICAL

Alternator	12 Volt, Heavy Duty 32 Amp. — Standard on 5610 and 6610 51 Amp. — Optional on 5610 and 6610, Standard on 7610
Regulator	Transistorized
Battery	Negative Ground 128 amp./hr. 5610, 6610 and 7610
Starter	Pre-engaged with Solenoid
Light Bulbs	
Headlamps	No. 4419
Tail Lamp	No. 1155
Flashing Warning Lamps	No. 1156
Instrument Panel Bulbs	No. 1895
Air Restriction Indicator Bulb	FEY-15021-A

FUEL SYSTEM

Injection Pump	
Type	Distributor — 5610 In-Line — 6610, 7610
Timing	before top dead center 25°, 7610 27°, 6610
Fuel Filtration	
Type	Throw Away Element
Change Interval	600 Hours

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