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SAFETY PRECAUTIONS

Practically all service work involves the need to drive the tractor. The operator's manual, supplied with each tractor, contains detailed safety precautions relating to driving, operating, and servicing that tractor. These precautions are as applicable to the service technician as they are to the operator and should be read, understood and practiced by all personnel.

Prior to undertaking any maintenance, repair, overhaul, dismantling or reassembly operations, whether within a workshop facility or in the field, consideration should be given to factors that may have an effect upon safety, not only upon the mechanic carrying out the work, but also upon bystanders.

PERSONAL CONSIDERATIONS

The wrong clothes or carelessness in dress can cause accidents. Check to see that you are suitable clothed.

Some jobs require special protective equipment.

Skin Protection
Used motor oil may cause skin cancer. Follow work practices that minimize the amount of skin exposed and length of time used oil stays on your skin.

Eye Protection
The smallest eye injury may cause loss of vision. Injury can be avoided by wearing eye protection when engaged in chiselling, grinding, discing, welding, and painting.

Breathing Protection
Fumes, dust, and paint spray are unpleasant and harmful. These can be avoided by wearing respiratory protection.

Hearing Protection
Loud noise may damage your hearing, and the greater the exposure the worse the damage. If the noise is excessive, wear ear protection.

Lifting Protection
Avoid injury by correctly handling components. Make sure you are capable of lifting the object. If in doubt get help.

Hand Protection
It is advisable to use a protective cream before work to prevent irritation and skin contamination. After work clean your hands with soap and water. Solvents such as mineral spirit and kerosene may harm the skin.

Foot Protection
Substantial or protective footwear with reinforced toe caps will protect your feet from falling objects. Additionally, oil-resistant soles will help to avoid slipping.

Special Clothing
For certain work it may be necessary to wear flame or acid-resistant clothing.

EQUIPMENT CONSIDERATIONS

Machine Guards
Before using any machine, check to ensure that the machine guards are in position and serviceable. These guards not only prevent parts of the body or clothing coming in contact with the moving parts of the machine, but also ward off objects that might fly off the machine and cause injury.

Lifting Devices
Always ensure that lifting equipment, such as chains, slings, lifting brackets, hooks and eyes, are thoroughly checked before use. If in doubt, select stronger equipment than is necessary.

Never stand under a suspended load or raised implement.

Compressed Air
The pressure from a compressed-air line often exceeds 690 bar (100 PSI). It is perfectly safe if used correctly. Any misuse may cause injury.

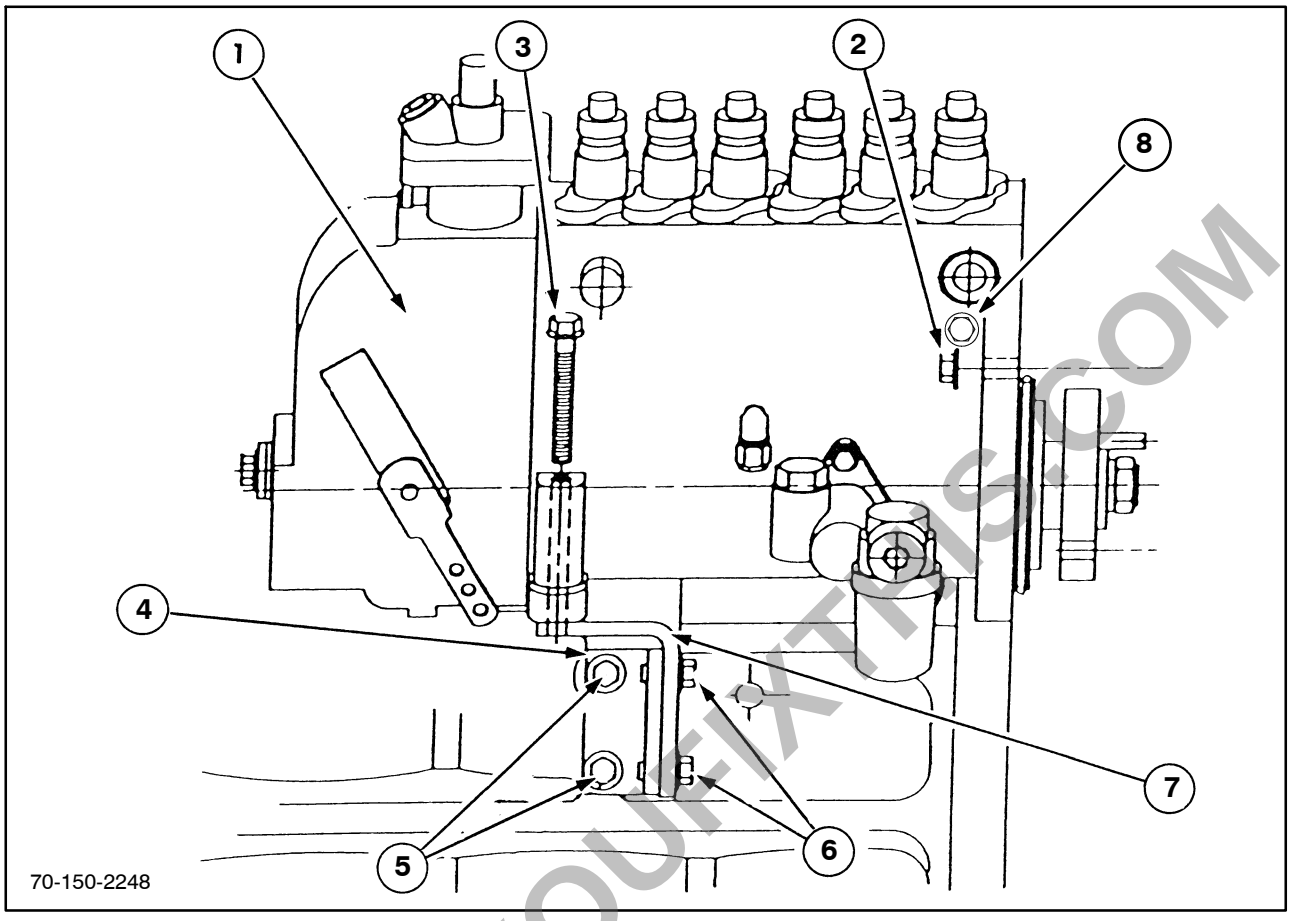
Never use compressed air to blow dust, filing, and dirt away from your work area unless the correct type of nozzle is fitted.

Compressed air is not a cleaning agent; it will only move dust from one place to another. Look around before using an air hose as bystanders may get grit into their eyes, ears, or skin.

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1. B Type Fuel Injection Pump
2. Pump Retaining Nuts
3. Pump Retaining Bolts
4. Cylinder Block Bracket
5. Cylinder Block Bolts
6. Bracket Bolts
7. Pump Support Bracket
8. Pump Crankcase Oil Fill Plug

Models 8870/8870A and 8970/8970A

NOTE: *Initially tighten hardware finger tight during fuel injection pump installation.*

3. Locate B type pump, 1, into position on the engine.

4. Install four nuts, 2, from the rear of the injector pump adaptor plate.

5. Install the two hex bolts, 3, that retain the injection pump to the pump support bracket, 7.

6. Install cylinder block bracket, 4, with two bolts, 5.

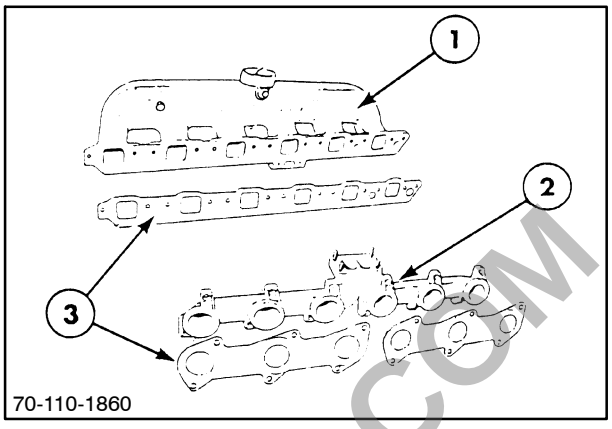
7. Install two bolts, 6, securing the two brackets together.

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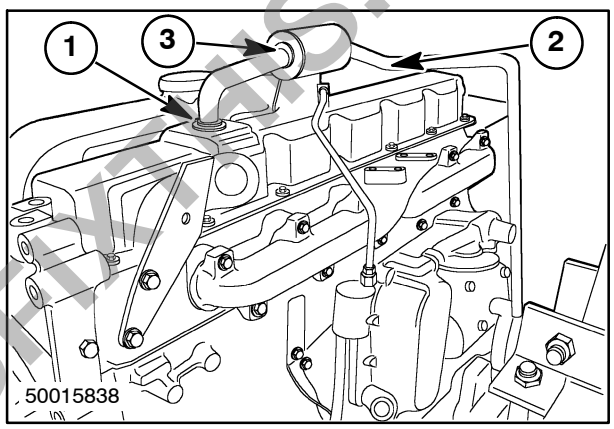
10. Loosen and remove the inlet and exhaust manifold bolts, and remove manifolds, 1, and 2, and gaskets, 3.



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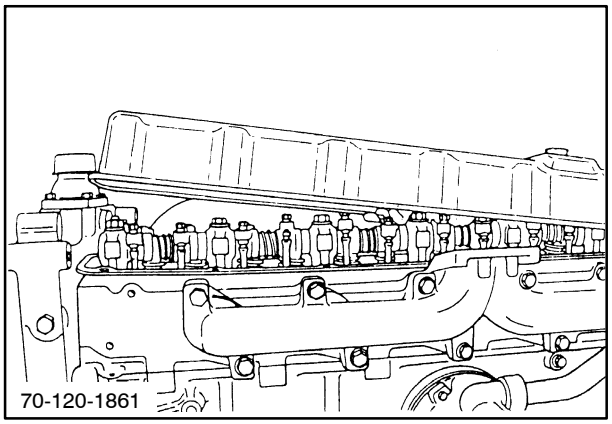
NOTE: *Any tractor with the crankcase ventilation kit, or any tractor with the crankcase ventilation kit installed, must have the filter removed from the valve cover and never to be used.*

11. Remove the crankcase ventilation kit by removing the oil return tube, 1, removing the clamp and hose, 2, and removing the 2 bolts holding the oil separator housing, 3.



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12. Remove the rocker cover and gasket.



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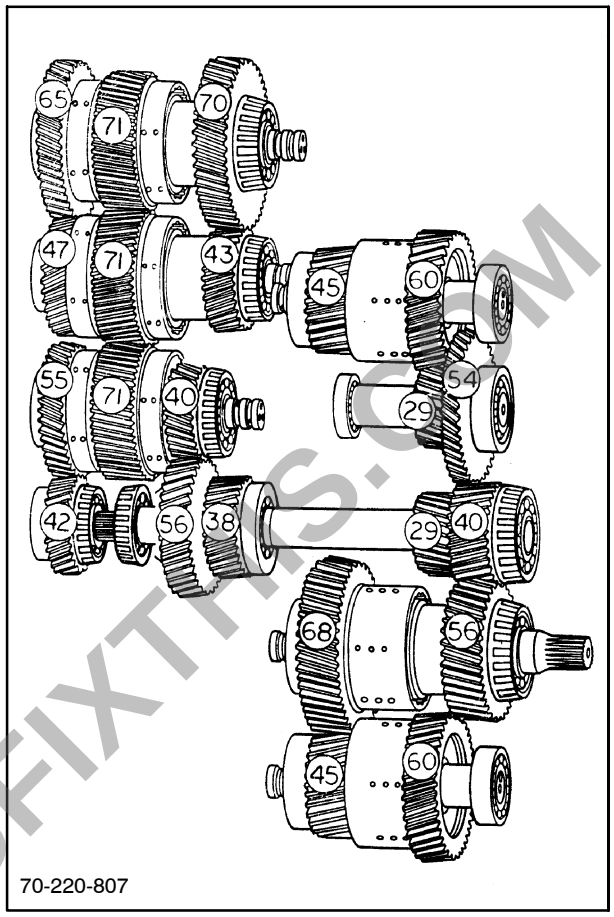
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All gear teeth and speed ratios are detailed as follows:

F=Forward
R=Reverse
U=Upshift ratio
D=Downshift ratio for F8 and F9

F1	9.144
F2	7.737
F3	6.612
F4	5.772
F5	4.884
F6	4.174
F7	3.546
F8-U	3.000
F8-D	3.033
F9-U	2.564
F9-D	2.566
F10	2.193
F11	1.914
F12	1.620
F13	1.384
F14	1.176
F15	0.995
F16	0.850
R3	6.773
R4	5.731
R5	4.898
R6	4.275
R7	3.618
R8	3.091
R9	2.626
R10	2.222
R11	1.899



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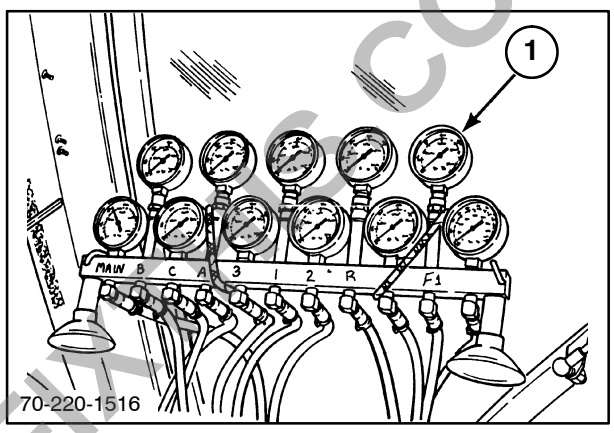
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CLUTCH APPLY CIRCUIT PRESSURE TESTING

To test the individual clutch apply circuits, it is imperative the pressures be logged in sequence of the Clutch Apply Pressure Chart. Only three clutches should be engaged at one time - a lettered speed clutch, a numbered speed clutch and one of the directional clutches. The use of a transmission pressure checklist will assist in locating a transmission fault.

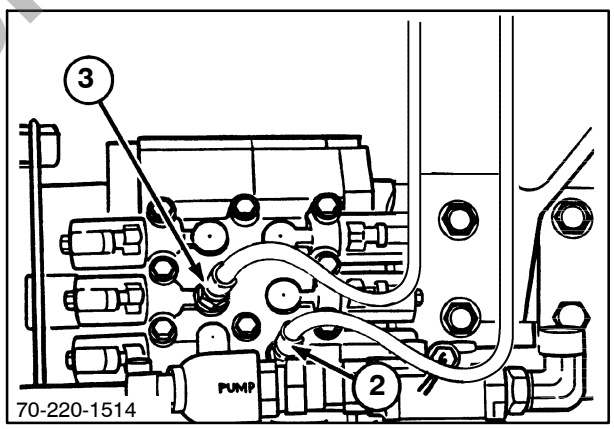
To test the clutch apply circuits, proceed as follows:

1. Operate the transmission and/or hydraulic system until the oil reaches an operating temperature of 57° C (135° F).
2. Park the tractor on a level surface, stop the engine and apply the parking brake.



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3. Connect a 40 bar (600 PSI) gauge FNH02990A, 1, and a PD female quick coupler FNH 00533 to the PD male quick coupler FNH 00535 installed in the “A” test port, 2, at the top right corner of the transmission control valve.
4. Connect a 40 bar (600 PSI) gauge FNH02990A in the “1” test port, 3, at the top right corner of the transmission control valve.

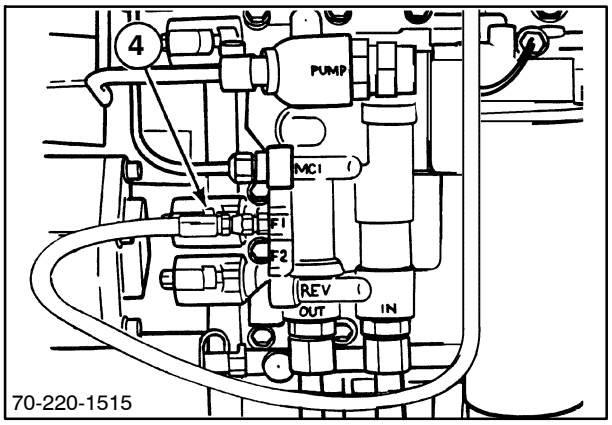


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5. Install a 40 bar (600 PSI) gauge FNH02990A in the “F1” test port, 4, at the bottom left corner of the transmission control valve.
6. Start the tractor and select Forward, first gear and record pressures at the three gauges.

⚠ WARNING ⚠

Use long hoses to allow the gauges to be viewed from the operator’s seat. do not view the gauges while in the area of the tires. If required, place the tractor on suitable stands at all four corners to pressure test the transmission.



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The design of the pivoting front axle mount linkage and the steering linkage permit articulation of up to 15° relative to the tractor frame.

The important part of this design is that the spuckle housings are connected to the tractor frame with the tie rods which makes the tractor chassis a link in the system.

This steering action occurs when one of the steering cylinders apply force to the outer spuckle housings as the turn is started. The tie rods which connect the spuckle housings to the tractor front frame cause the axle to move under the front frame. This action causes the entire front axle assembly to pivot underneath the tractor on the rear spherical bushing.

Axle and wheel spuckle steering occur simultaneously. When steering, the cylinder on the same side as the direction of the turn will shorten causing the spuckle and wheel to rotate into the turn. Simultaneously, the action of the cylinder causes the tie rod to push the chassis away from the direction of the turn.

Depending on the speed and rate of turn, the tractor chassis could initially travel in a straight line while the wheels turn and the axle swings out from its center position.

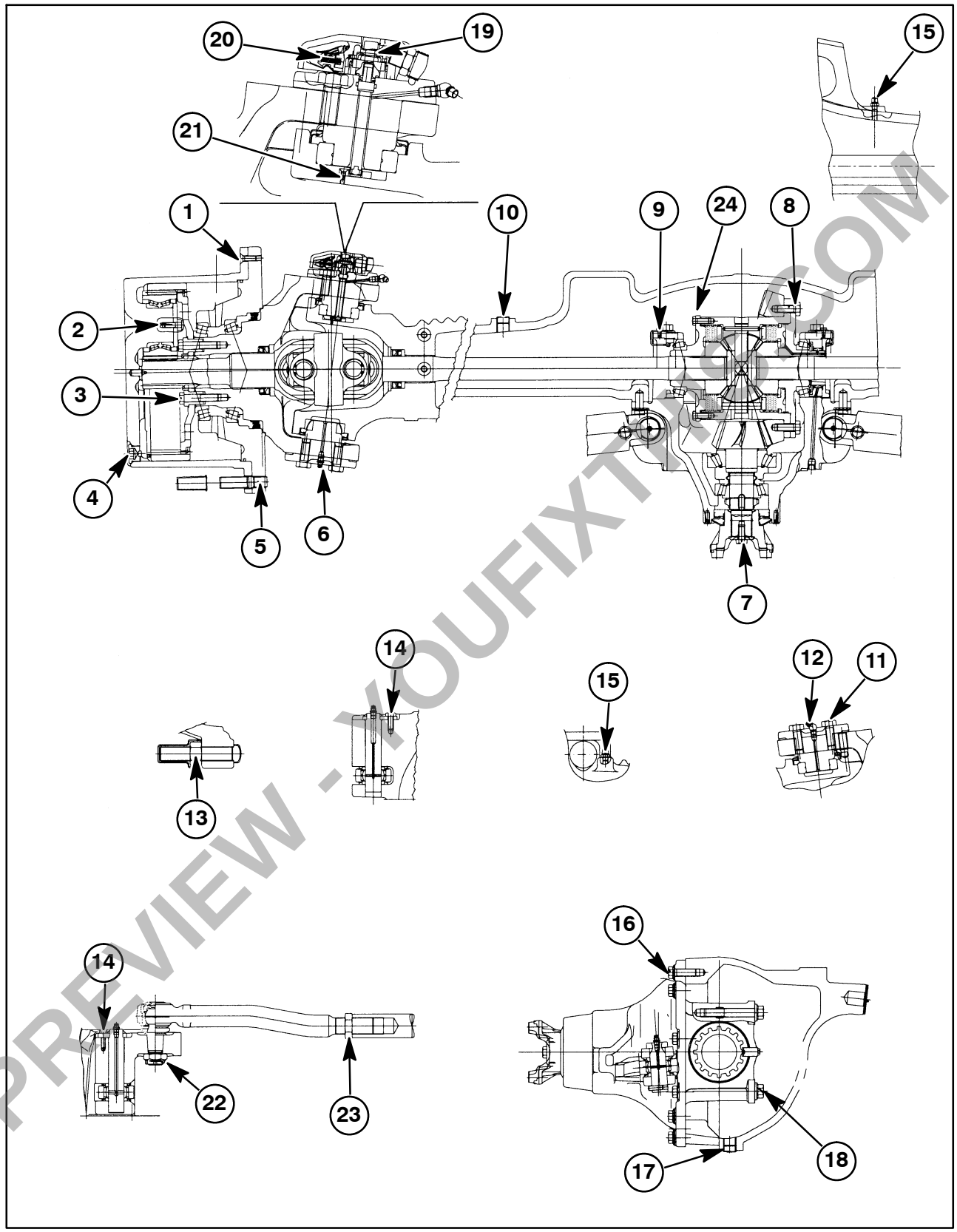
The movement of the chassis relative to the turning wheels gives greater tire to tractor clearances allowing for much tighter turns.

The SuperSteer FWD steering cylinder displacement is 31% greater than the standard steer axle which increases the lock to lock turns by about one turn while providing much shorter turnaround diameters. The SuperSteer cylinders are 63.5 mm (2.50″).

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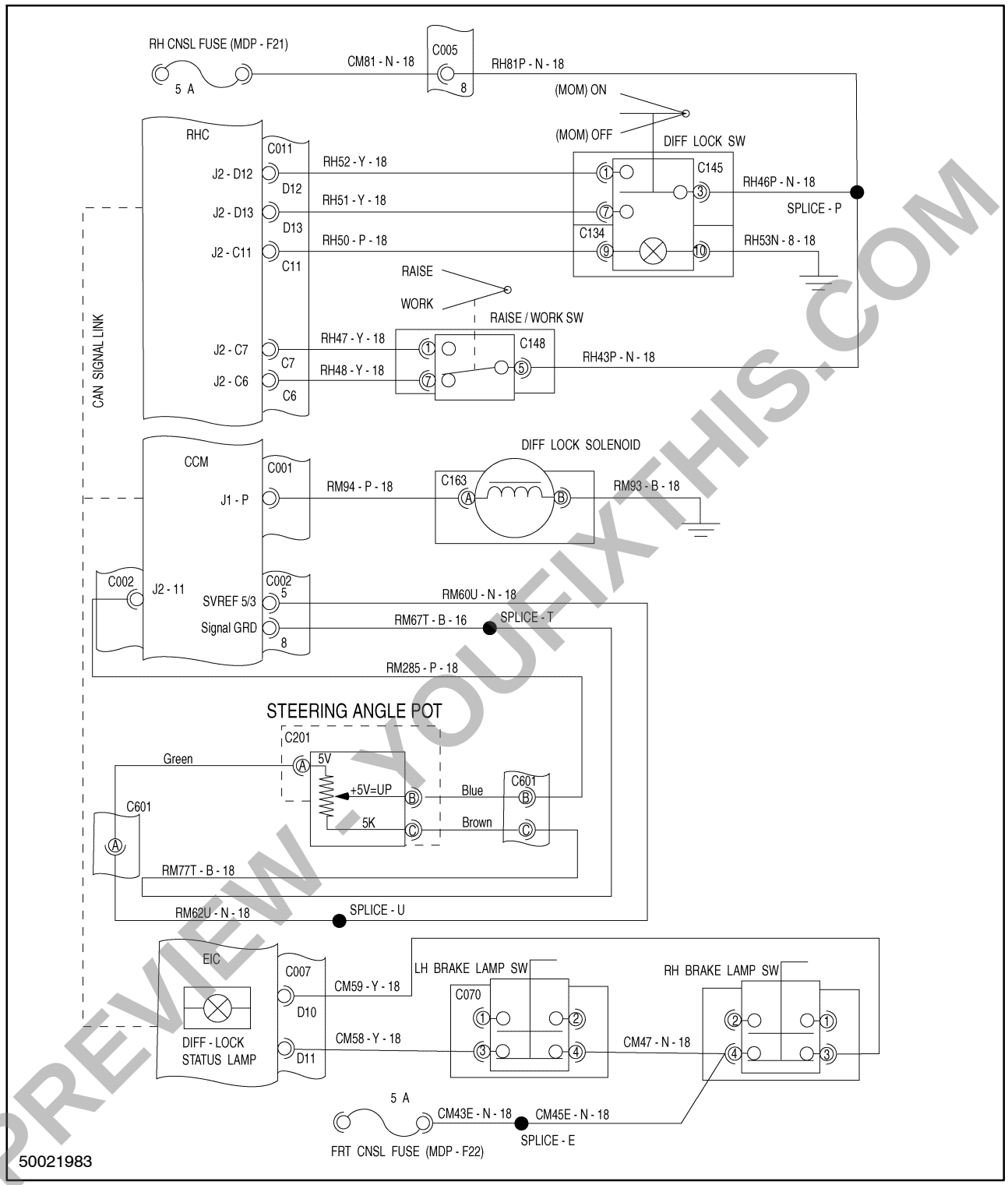
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DIFFERENTIAL LOCK ELECTRICAL CIRCUIT OPERATION

An electrical circuit, consisting of fuses, a control switch, control modules, Fast Raise/Work switch, brake switches, and a solenoid, controls oil flow to the differential lock piston that engages the differential lock.

Current to operate the circuit originates at the 5-amp right-hand console fuse (MDP-21) and travels to the differential lock switch.

Depressing the front or rear of the switch momentarily sends current to the right-hand Control Module (RHC) on the appropriate wire.

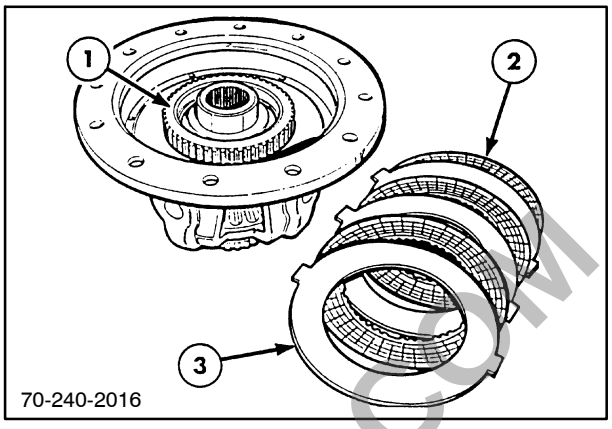
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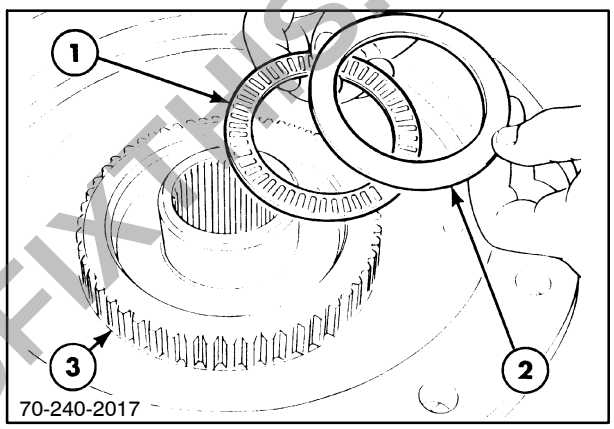
7. Remove separator plates, 3, and friction discs, 2, from the right-hand side gear, 1.

NOTE: *The separator plate is against the piston.*



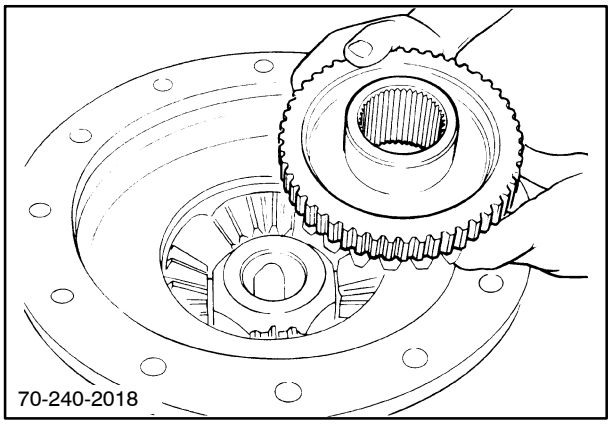
210

8. Remove thrust bearing, 1, and washer, 2, from the right-hand side gear, 3.



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9. Remove the right side gear.



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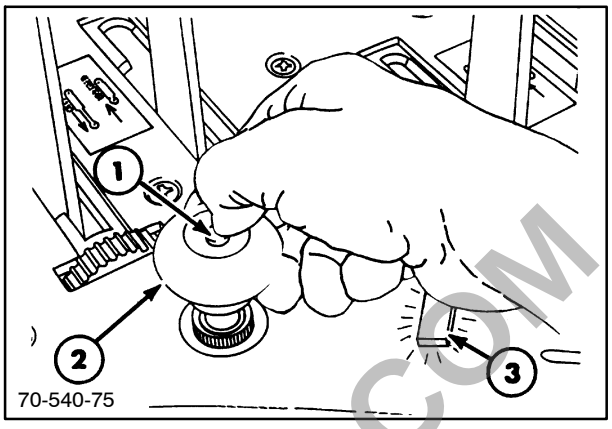
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ENGAGING AND DISENGAGING THE PTO

Engage the PTO by depressing the green center button, 1. Pull up on knob, 2, to the stop, then release the knob and button.

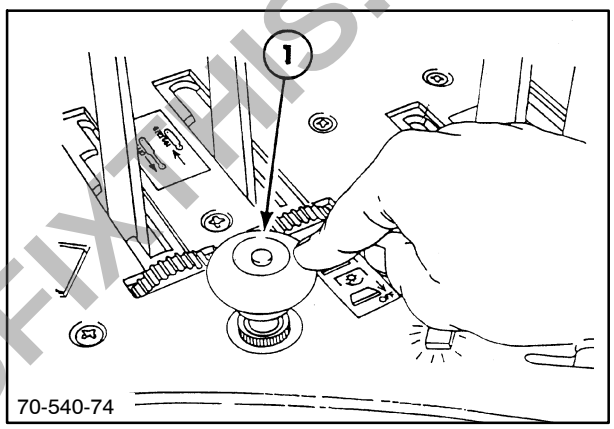
PTO status light, 3, on the console and the PTO status light on the instrument cluster will illuminate when the PTO is activated.



4

Disengage the PTO by fully depressing, then releasing, knob, 1.

NOTE: *The PTO will automatically disengage if the engine is stopped with the PTO engaged.*



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Drill a 1/4″ pilot hole first. Then drill a 7/16″ hole.

THE INSIDE ENTRY LOCATION OF THE HOLE IS MOST IMPORTANT AS IT IS REQUIRED TO DUMP THE COOLING OIL DIRECTLY OVER THE SEPARATOR PLATE BETWEEN THE TWO FRICTION DISCS.

The exterior exit must be in a reasonable position for tapping of the hole for a fitting. On the 8670 this will be in the trumpet to flange radius area.

Using a chamfering tool or 3/4″ drill bit, chamfer the inside of the hole to a width of 3/4″. This will aid in good oil distribution across the edge of the two friction discs.

Tap the hole from the outside using a 1/4–18 NPT tap. Clean the area of all debris and try a fitting in the threads. If ok, put pipe thread sealant on the threads and install the fitting. Cap the fitting temporarily.

Remove any temporary protective material used during the process and clean the components thoroughly.

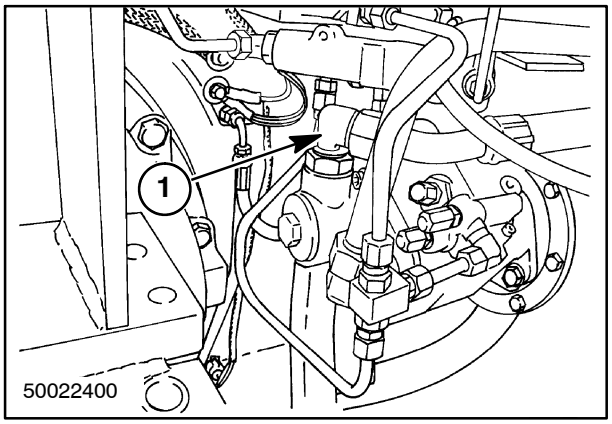
On the 8770, 8870, and 8970 tractors, install new friction discs, separator plate, and brake housing plate as required. Moisten the friction discs with ESN–M2C134–D hydraulic oil.

On the 8670 tractor, install two new friction discs (only used one previously), a new separator plate (did not use before), and a new brake housing plate (thinner than original).

Bleeder screws may have to be loosened to force the piston back to allow room for the new disc thickness.

Reinstall the other items removed according to Section 27. Use a liquid gasket sealer such as RTV Blue.

Remove the CCLS pump charge elbow,1, located just above and to the back of the CCLS pump.

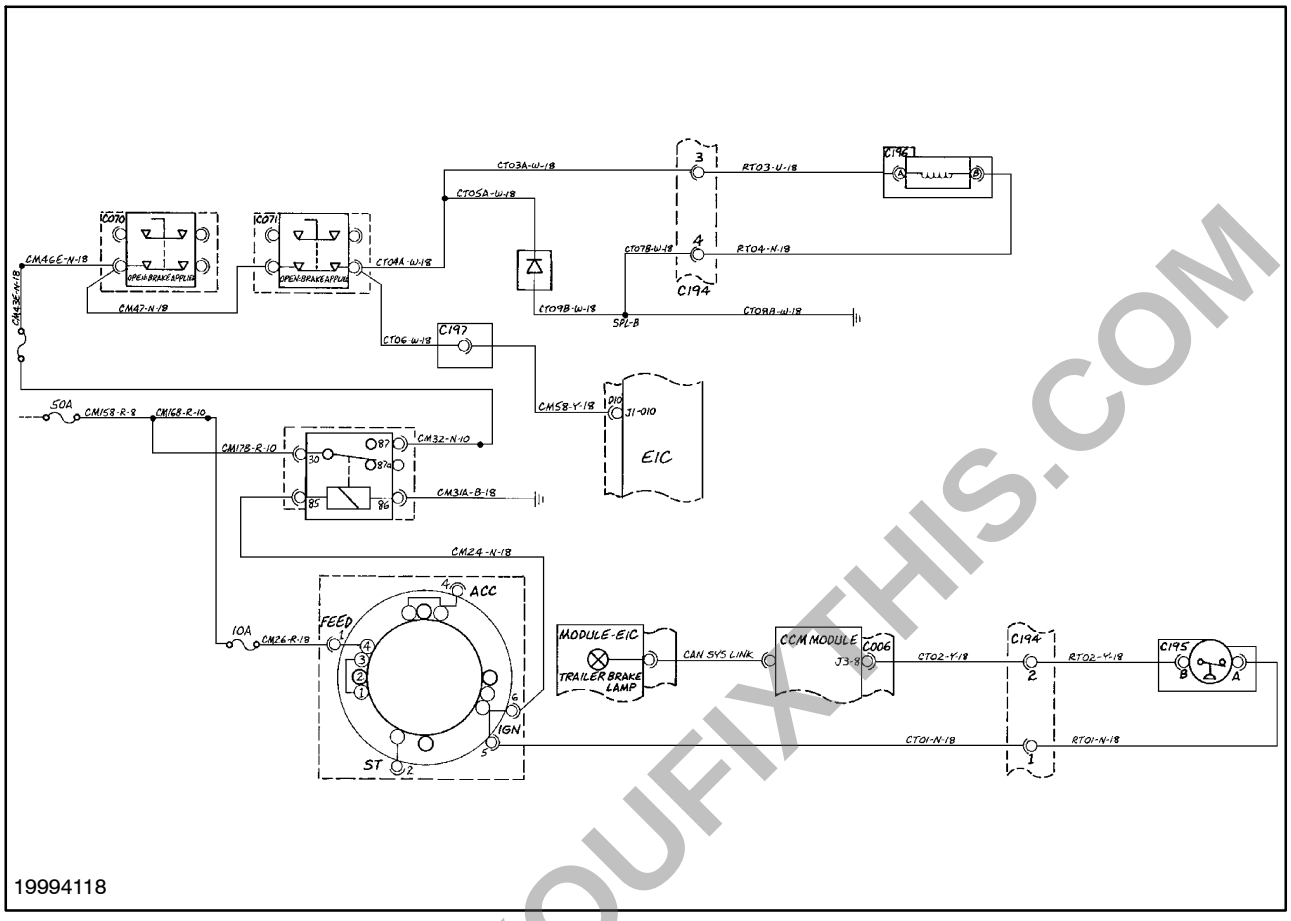


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3

The trailer brake electrical system is powered from the main fuse MFP-2, through wires CM15B and CM16B which powers the Cold Start System (MDP-F27), Key Switch (MDP-F26), and Un-switched Memory Power (MDP-F25). Wires CM15B and CM17B supplies power to the Front Console (EIC), Turn Signals and Right Hand Console (RHC) when the Auxiliary Power Relay (MDP-R12) is energized by the key switch.

The air trailer brake electrical system contains two separate electrical circuits, one for the alarm system controlled by the air pressure switch and one for the trailer brake solenoid operation.

AIR PRESSURE SWITCH POWER

When the key switch is turned on, power flows from pin 5 through wire CT01, connector C194 pin 2, wire RT01, and to pin A on the air pressure switch. The switch is normally open, requiring 5.2 bar air pressure to close. When the system air pressure system is greater than 5.2 bar, the switch closes. Power then flows from pin B on the air pressure switch through wire RT02, connector C194 pin 2, wire CT02, to the CCM at connector C006 pin 8.

Input information from the air pressure switch, park brake switch, and engine oil pressure switch is processed in the CCM and communicated to the EIC through the CAN network. The EIC then reports the system status by illuminating the trailer brake light, flashing a “STOP” message, sounding the audible alarm, and/or reporting a fault code based on the system conditions.

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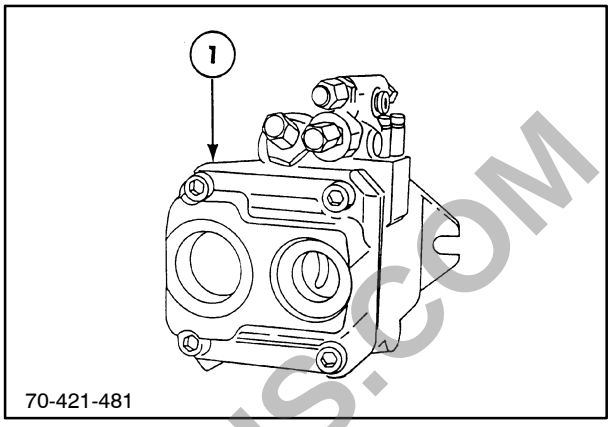
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DESCRIPTION OF OPERATION

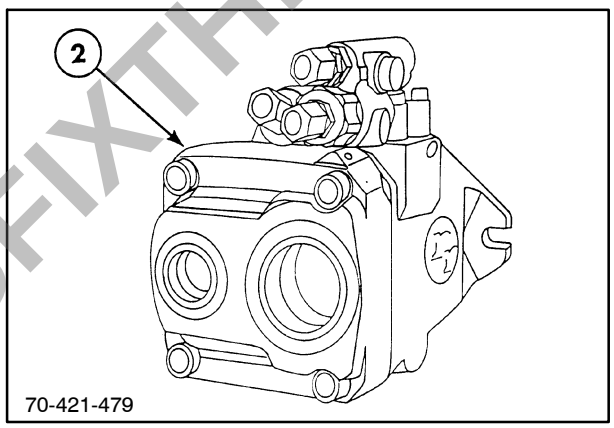
The following repair information may be used for the inspection and repair of the variable displacement pressure-flow compensated axial piston pumps.

Two versions of the AA10V series 50 pressure-flow compensated axial piston pump are used. The pump model number AA10V45DFR/50R is for a clockwise rotation or right-hand application on the standard flow system, 1.



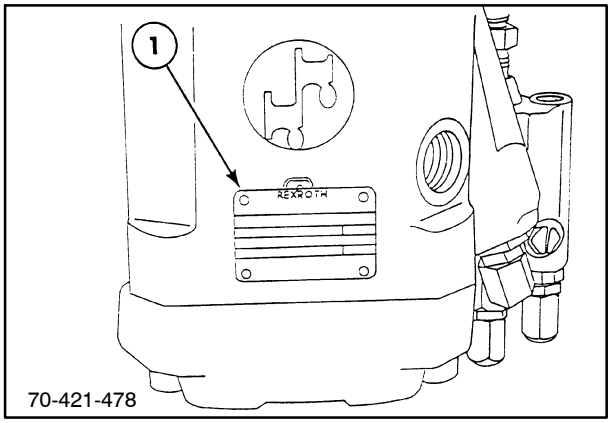
1

The pump, 2, model number AA10V45DFR1/50 is for a counterclockwise or left-hand rotation on the MegaFlow™ system.



2

When ordering replacement parts, make sure that the pump is identified correctly. The end cover, lens plate and swash plate are different due to the rotation of the pump. This product information is found stamped on a plate, 1, mounted on the pump body.



3

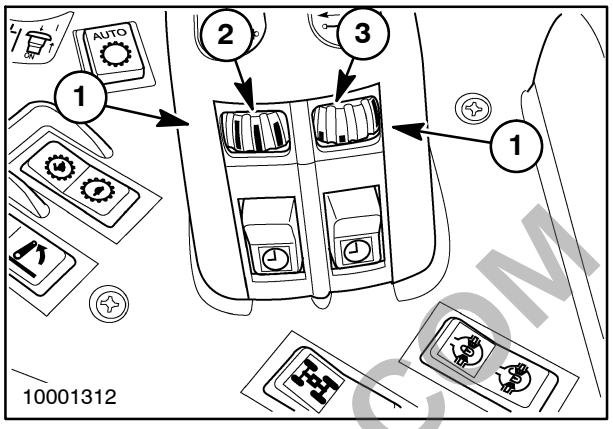
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FLOW CONTROL ADJUSTMENT

Each remote valve has a flow control knob, 1, to meter oil flow. The knob controls flow from 0 to 117 L/MIN (0 to 31 GPM). Turn the knob so the higher vertical decal stripe, 2, is visible to increase the rate of oil flow. Turn the knob so the lower vertical decal stripe, 3, is visible to decrease the rate of oil flow.



4

DESCRIPTION OF OPERATION

Pressure, Tank and Load Sense (same as manual valve) Standard Hydraulic System:

Flow from a single variable displacement pump enters the remote valve assembly thru the base plate (wedge) at the bottom of the valve stack. The fluid within the valve is on a priority basis to section #1. The remaining sections are on a parallel circuit so they can all share the fluid flow.

The return fluid leaves the remote valve assembly thru a hole in the bottom of the base plate that is manifold mounted to the rear axle section.

All of the remote valve functions can signal or control the variable displacement pump by load sensing signals sent to the control valve on the pump. This permits the system to respond to individual flow/pressure requirements. The valve stack has a shuttle network to resolve the load sense pressures of each work port so that the highest pressure is sent to the pump control. This is accomplished with primary and secondary shuttles in each section.

Megaflow (Deluxe) Hydraulic System:

Two variable displacement pumps provide flow to a Megaflow valve stack. A Megaflow valve stack has a special section #2, with machining to allow the pressure passage to be separated into two circuits by a spacer/disk inserted in the passage between sections 2 and 3. One pump provides flow thru the base plate (wedge) at the bottom of the valve stack to sections 1 & 2, where the flow is on a priority basis to section #1. The remaining sections (3, 4, and EDC) are on a parallel circuit that is supplied by the second pump.

The load sense signal for sections 1 and 2 is sent to the first pump thru a port on the base plate, the same as with a standard hydraulic system. The load sense signal for the remaining sections is sent to pump number 2 via a special fitting in place of the secondary shuttle on the cab-side of section #2.

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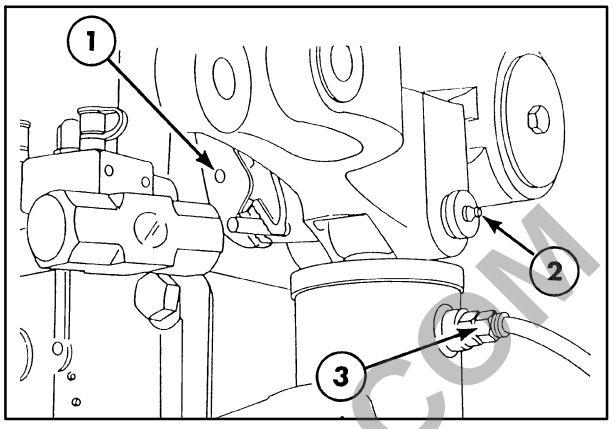
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Tractors before serial number D405195

5. Remove the grooved pin, 1, and the upper cylinder pivot pin, 2. Disconnect the hoses, 3, taking care to drain the oil into a suitable container.

⚠ CAUTION ⚠

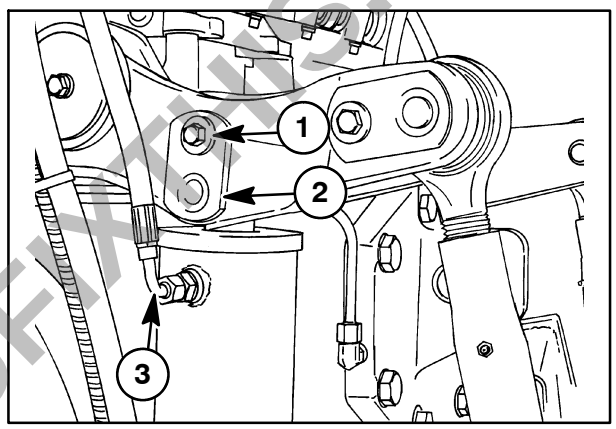
Make certain all loads are removed from the three-point hitch before loosening the cylinder hoses.



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Tractors after serial number D405194

6. Remove the retaining bolt, 1, and upper cylinder pivot pin, 2. Disconnect the hoses, 3, taking care to drain the oil into a suitable container.



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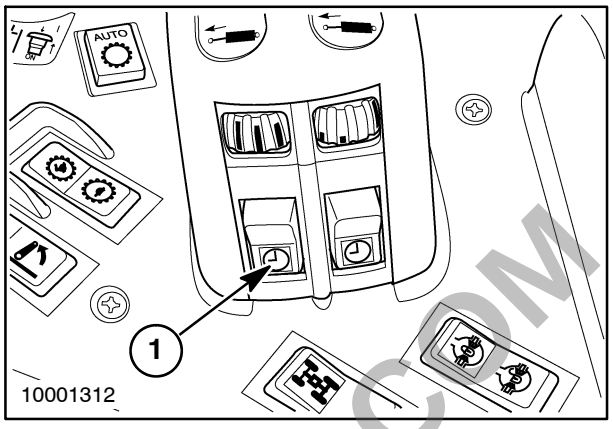
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TROUBLESHOOTING ELECTRO-HYDRAULIC SELF TEST

The Electro-hydraulic remote valve controller has selftest and diagnostic capabilities. A detected fault by the EHR controller is indicated by a flash pattern on the 1st and 3rd manual/programmable operation switches, 1. The fault code flashes will be consecutive, followed by a pause, and then the flashes will start again. It will continue this sequence until the fault is corrected. Count the number of continuous flashes between the pauses and refer to the fault code table below.

NOTE: *Only switches 1 and 3 indicate fault codes with flashing lights. Faults for remotes 2 and 4 will flash on switches 1 and 3.*



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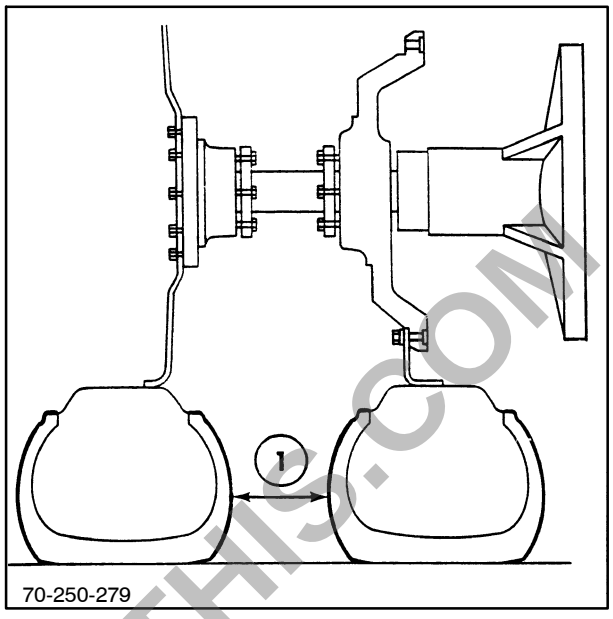
No. of Flashes	Description of Fault	Remedy
1	No fault	No action required.
2	EEPROM inconsistent	Remove and replace EHR controller.
3	Solenoid 1A (extend) open	1. Check solenoid harness for continuity. 2. Replace solenoid.
4	Solenoid 1B (retract) open	1. Check solenoid harness for continuity. 2. Replace solenoid.
5	Solenoid 2 A (extend) open	1. Check solenoid harness for continuity. 2. Replace solenoid.
6	Solenoid 2 B (retract) open	1. Check solenoid harness for continuity. 2. Replace solenoid.
7	Lever 1 flow control potentiometer open or short to ground	1. Check harness for continuity or short to ground. 2. Replace switch control pod.
8	Lever 1 flow control potentiometer short to power	1. Replace switch control pod.
9	Lever 1 feathering positions (both directions) open or short to ground	1. Check harness for continuity or short to ground. 2. Replace switch control pod.
10	Lever 1 feathering positions (both directions) short to power	1. Replace switch control pod.
11	Lever 1 detent position (both directions) short to power	1. Replace switch control pod.
12	Lever 1 float position open or short to ground	1. Check harness for continuity or short to ground. 2. Replace switch control pod.
13	Lever 1 float position short to power	1. Replace switch control pod.
14	Lever 2 flow control potentiometer open or short to ground	1. Check harness for continuity or short to ground. 2. Replace switch control pod.
15	Lever 2 flow control potentiometer short to power	1. Replace switch control pod.
16	Lever 2 feathering positions (both directions) open or short to ground	1. Check harness for continuity or short to ground. 2. Replace switch control pod.
17	Lever 2 feathering positions (both directions) short to power	1. Replace switch control pod.
18	Lever 2 detent position (both directions) short to power	1. Replace switch control pod.
19	Lever 2 float position open or short to ground	1. Check harness for continuity or short to ground. 2. Replace switch control pod.
20	Lever 2 float position short to power	1. Replace switch control pod.

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A minimum clearance of 102 mm (4″) must be maintained between the sidewall of the tires measured at the closest point, 1. The tractor should be properly ballasted and the implement attached to accurately measure the tire clearance.



14

Wheel Removal/Installation
To remove the outer wheel, proceed as follows:

- Block the front wheels, front and rear, then jack up and support the rear axle.

⚠ WARNING ⚠

Before removing a wheel, make sure it is securely supported.

- Remove the ten wheel disc to hub bolts from the wheel and lower the wheel to the ground using a suitable lifting device. Repeat on the other wheel.

When reinstalling the outer wheels, torque the disc to hub bolts in an alternate pattern to 800 N·m (590 ft lbs).

Inner Wheels
The manual adjust inner wheels can be adjusted in the same way as manual adjust single wheels. However, due to interference between inner and outer tires or between the inner tires and the fenders, limited track settings may be achieved.

To adjust the inner wheels, first remove the outer wheels as described under “Outer Wheels.”

Follow the instructions under “Rear Wheels Track Adjustment” in order to adjust the track width of the inner wheels.

NOTE: *Check wheel hardware torque after driving the tractor for 200 m (218 yds), after 1 hour, and 10 hours of operation and thereafter at the 50-hour service interval.*

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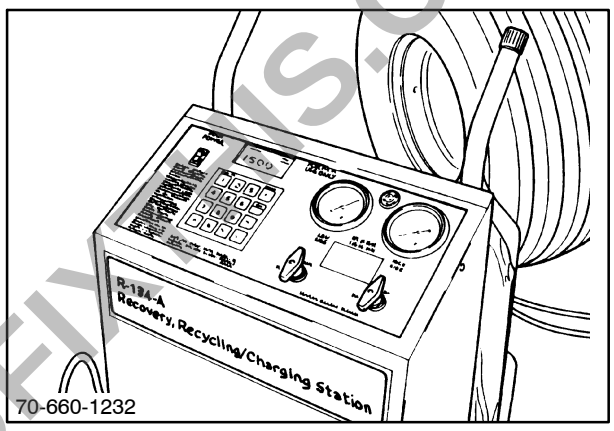
THE FOLLOWING COMPONENTS ARE LOCATED IN THE ENGINE COMPARTMENT OF THE TRACTOR. TO SERVICE, PROCEED AS FOLLOWS:

RECEIVER/DRIER REPLACEMENT

Tool Requirements:
1/2″ socket
5/8″ wrench
3/4″ wrench
1/2″ wrench

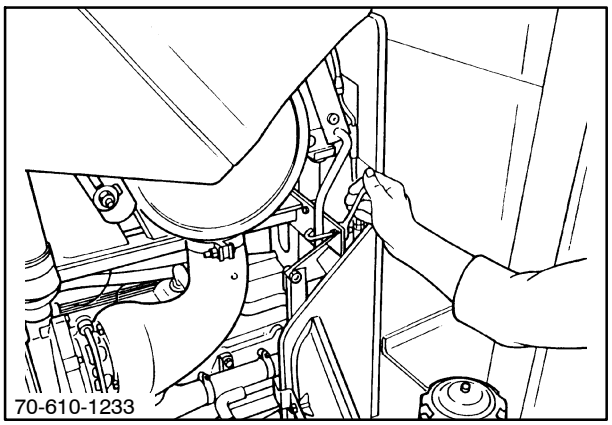
Removal

1. Discharge air conditioning system.



112

2. Remove two bolts (1/2″ hex) securing receiver/drier mounting strap to hood release bracket.
3. Partially rotate drier to clear hood release bracket and route downwards for easy access to inlet and outlet fittings.



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CHART 10, TRACTOR FEATURES CONFIGURATION

FEATURE NUMBER	DESCRIPTION		VALUE
1	DOES TRACTOR HAVE 540 RPM PTO?	NO YES	0 1
2	DOES TRACTOR HAVE 1000 RPM PTO?	NO YES	0 1
3	WHAT TYPE OF COLD START IS USED?	ETHER THERMOSTART AIR INLET*	0 1 2
4	IS TRACTOR USED WITH LIGHTED TRAILERS? (Enables EIC trailer indicator lamps–ISO)	NO YES	0 1
5	TRANSMISSION TYPE? North America ISO ++ ISO special application ++ ISO special application	16X9, 30 KPH 0 18X9, 40 KPH 1 18X9, 30 KPH (temp) 18X9, 40 KPH (perm)	0 1 2 3
6	DOES TRANSMISSION HAVE CREEPER?	NO YES	0 1
7	WHAT FRONT AXLE?	2 WHEEL DR FRONT WH DR SUPER STR FWD	0 1 2
8	WHAT IS THE TRACTOR MODEL?	8670/G170 8770/G190 8870/G210 8970/G240	0 1 2 3
9	WHAT 3 POINT HITCH OPTIONS?	NONE POSITION ONLY POSITION/DRAFT	0 1 2
10	SLIP OVERRIDE EQUIPPED? (RADAR REQUIRED)	NOT INSTALLED INSTALLED	0 1
11	EDC GAIN? (RESPONSE)	LOW –LOWER MED – BASE+ HI – HIGHER HI – HIGHEST	0 1 2 3
12	FWD BRAKING?	ENABLED DISABLED	0 1
13	HYDRAULIC OIL TEMPERATURE SHUTDOWN:+++ NORMAL NO SHUTDOWN	 ENABLED DISABLED	0 1
14	TERRALOCK PRESENT? (Rev. 5 software only)	ENABLED DISABLED	1 0

***** Can not be set using PDT special tool diagnostic cartridge version 1.0

+ Factory setting

++ Can be set/changed only with PDT special tool

+++ Feature only available on tractors with EIC software level 06.37 or more recent.

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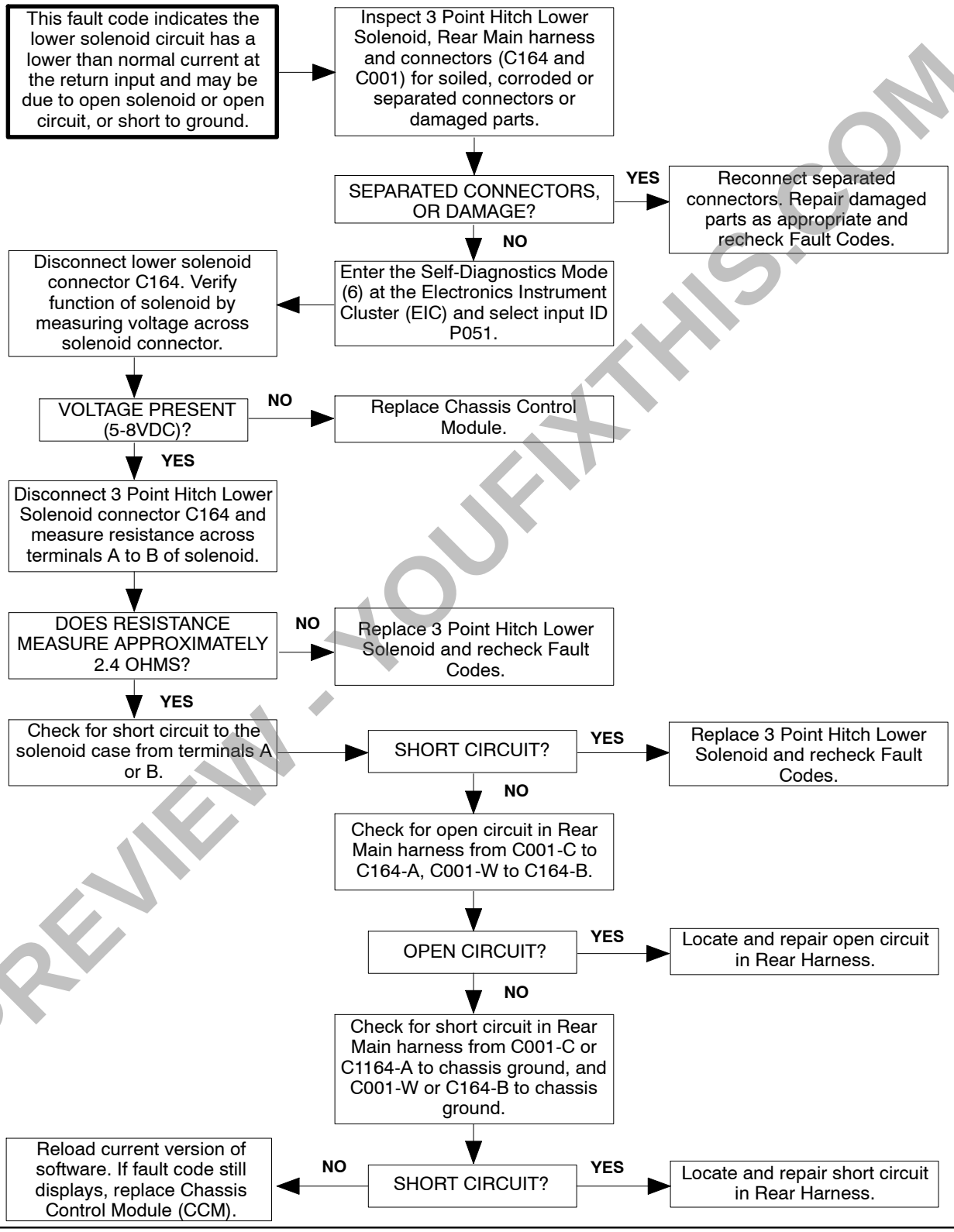
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1/99 F063

FAULT CODE F063 - 3 POINT HITCH LOWER SOLENOID CIRCUIT SHORT OR OPEN

***NOTE:** Refer to "Diagnostics Procedure Overview and Checklist" (page 55-2 of this chapter) and "Troubleshooting Checklist" (page 55-5 of this chapter) before performing the procedures on this fault code.



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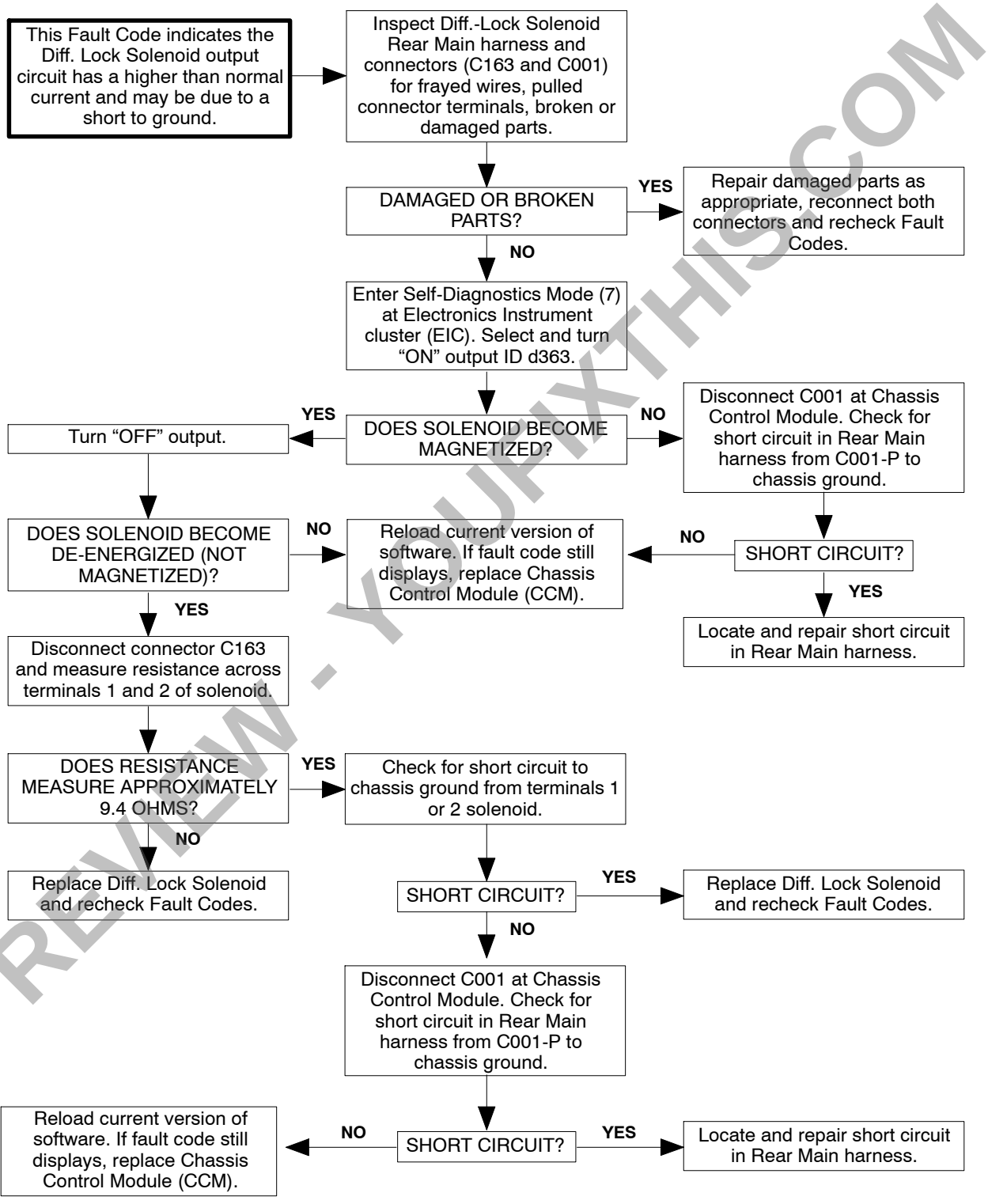
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1/99 F315

FAULT CODE F315 - DIFF. LOCK SOLENOID CIRCUIT SHORTED

***NOTE:** Refer to "Diagnostics Procedure Overview and Checklist" (page 55-2 of this chapter) and "Troubleshooting Checklist" (page 55-5 of this chapter) before performing the procedures on this fault code.



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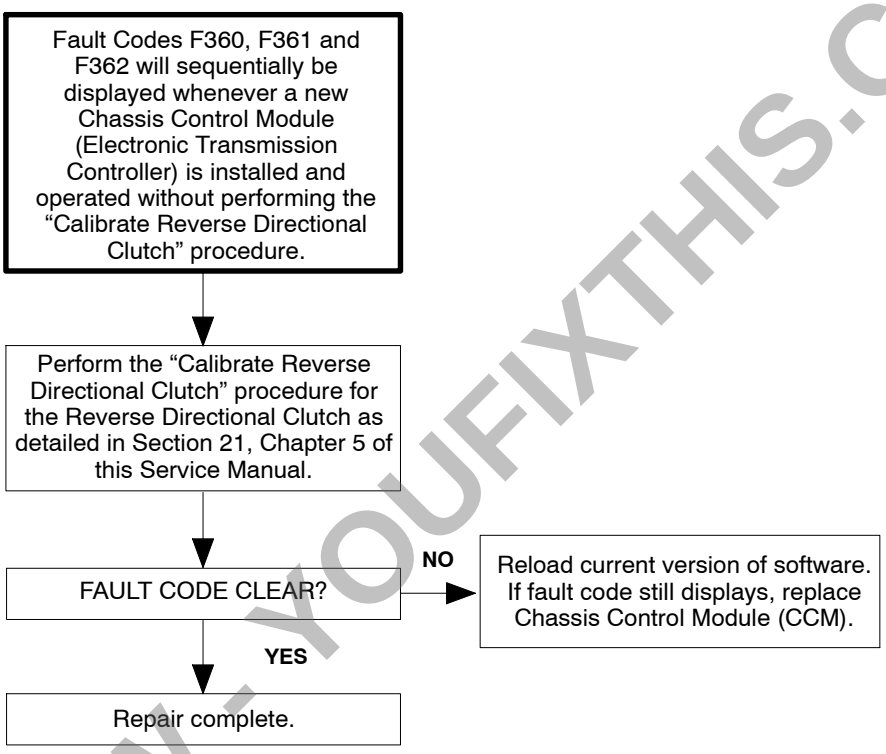
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F362

FAULT CODE F362 - R (REVERSE) CALIBRATION OFFSET CONSTANT

***NOTE:** Refer to “Diagnostics Procedure Overview and Checklist” (page 55-2 of this chapter) and “Troubleshooting Checklist” (page 55-5 of this chapter) before performing the procedures on this fault code.



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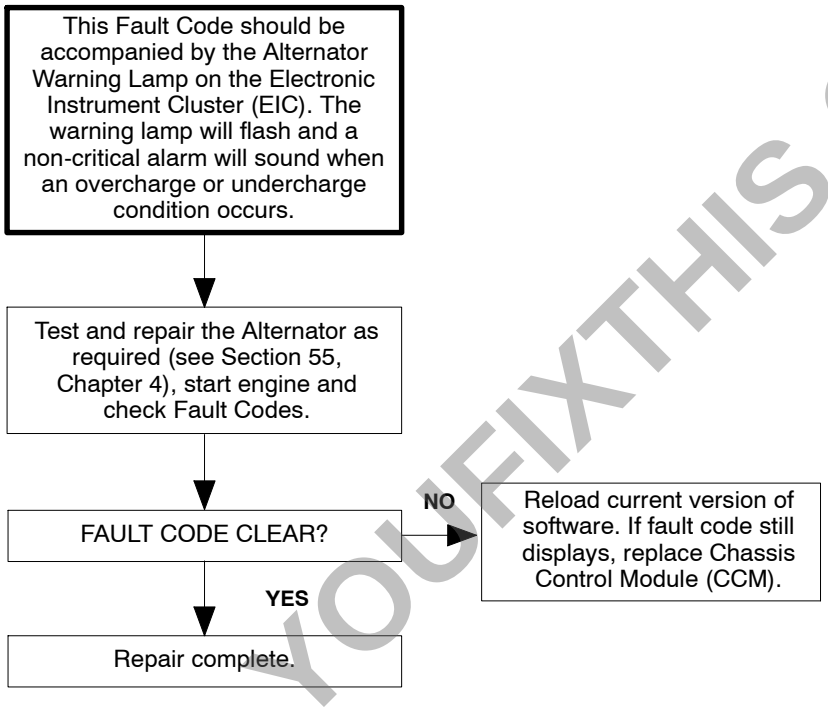
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1/99 F420

FAULT CODE F420 - ALTERNATOR OVERCHARGING (> 16V)

***NOTE:** Refer to “Diagnostics Procedure Overview and Checklist” (page 55-2 of this chapter) and “Troubleshooting Checklist” (page 55-5 of this chapter) before performing the procedures on this fault code.



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70A SERIES TURN SIGNALS

The turn signal circuit is powered by main fuse MFP-2, which is the supply for auxiliary power relay MDP-R12 pin 30, via wire CM15B and CM17B. When the key switch is turned “ON,” the relay is energized, via wire CM24 at pin 85. The relay ground is provided by wire CM31A at pin 86. When relay MDP-R12 is energized, pin 87, wire CM32 powers the hazard switch at pin 8, via wire CM112 after passing through fuse MDP-F24. With the hazard switch “OFF,” power passes through the switch at pin 6 and enters the flasher module MDP-R13 at pin 30, via wire CM117. Also connected to pin 30 is wire CM122, which supplies power to the NASO module. The flasher module will create pulsed power at pin 87A, which returns to the hazard switch at pin 1, via wire CM116. Wire CM120 is also connected to pin 1, which then supplies the pulsed power to the turn signal switch at pin 1, connector C068.

Left Turn

When the turn signal switch is rotated to select a left turn, input pin 1 is connected to output pin 3, which supplies pulsed power from the flasher module through wire CM126 to pin 85 of the NASO module MDP-R14. The module will turn the right turn signal lamps on solid, via wire CM134Z to splice Z and onto all right-hand lamps from pin 10. The left lamps will receive the pulsed power supply from the NASO flasher module, pin 5, and flash, via wire CM127Y and onto splice Y.

Right Turn

When the turn signal switch is rotated to select a right turn, input pin 1 is connected to output pin 2, which supplies pulsed power from flasher module through wire CM125 to pin 9 of the NASO Module MDP-R14 and R15. The module will turn the left turn signal lamp on solid, via wire CM127Y, and onto splice Y from pin 5. The right lamps will receive the pulsed power supply at splice Z from the NASO module, pin 10, via wire CM136Z.

Splice Y will connect left lights and the EIC left turn indicator, via wire CM132Y at connector C007, pin D16. In addition to connecting the left lights and left turn indicator lamp, splice Y supplies pulsed power to the left hand trailer lights module (MDP-R20) at pin 2.

Splice Z connects all right lights and the right turn EIC indicator, via wire CM133Z to connector C007, pin C16. In addition to connecting the right lights and right turn indicator lamp, splice Z supplies pulsed power to the right hand trailer lights module (MDP-R19) at pin 2.

All light grounds are provided by wires CM139, CR132, CR139 and CM144.

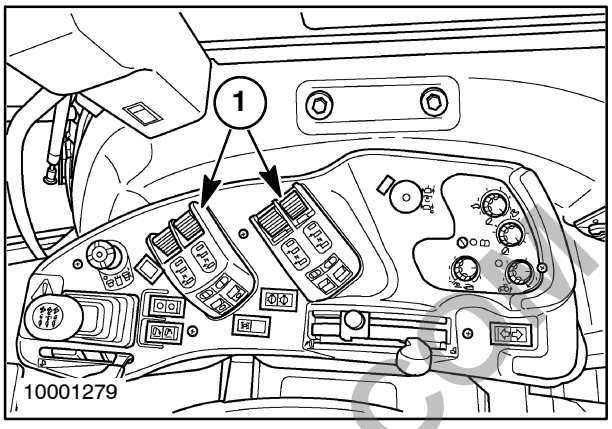
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ELECTRO-HYDRAULIC REMOTE VALVE SWITCH CONTROL POD LOCATIONS

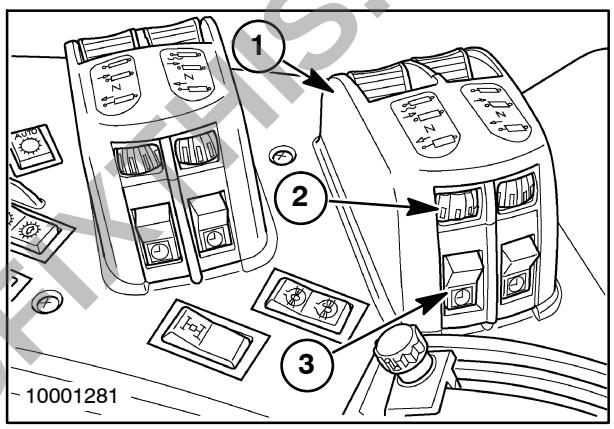
The electronic switch control pods, 1, are located on the right hand console of the tractor.



1

THE SWITCH CONTROL POD COMPONENTS

The electronic switch control pods consists of the electro-hydraulic control levers, 1, the electro-hydraulic flow control knobs, 2, and the manual-programmable operation switches, 3.

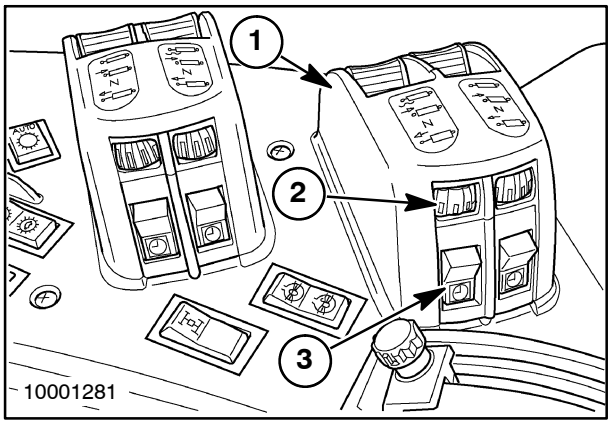


2

The electro-hydraulic control levers, 1, are used for controlling the remote valves manually and for programming the automatic valve controls in automatic mode.

The electro-hydraulic flow control knobs, 2, are used to meter the flow to the hydraulic implements connected to the valves. The knobs are labeled with vertical stripe decals. The decal size corresponds to the flow of oil to the implement. Large stripes correspond to increase flow and shorter stripes correspond to less oil flow to the implement.

The manual-programmable operations switch, 3, has two positions manual and program. The switch controls the mode of operation for the remote hydraulic valves.



3

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