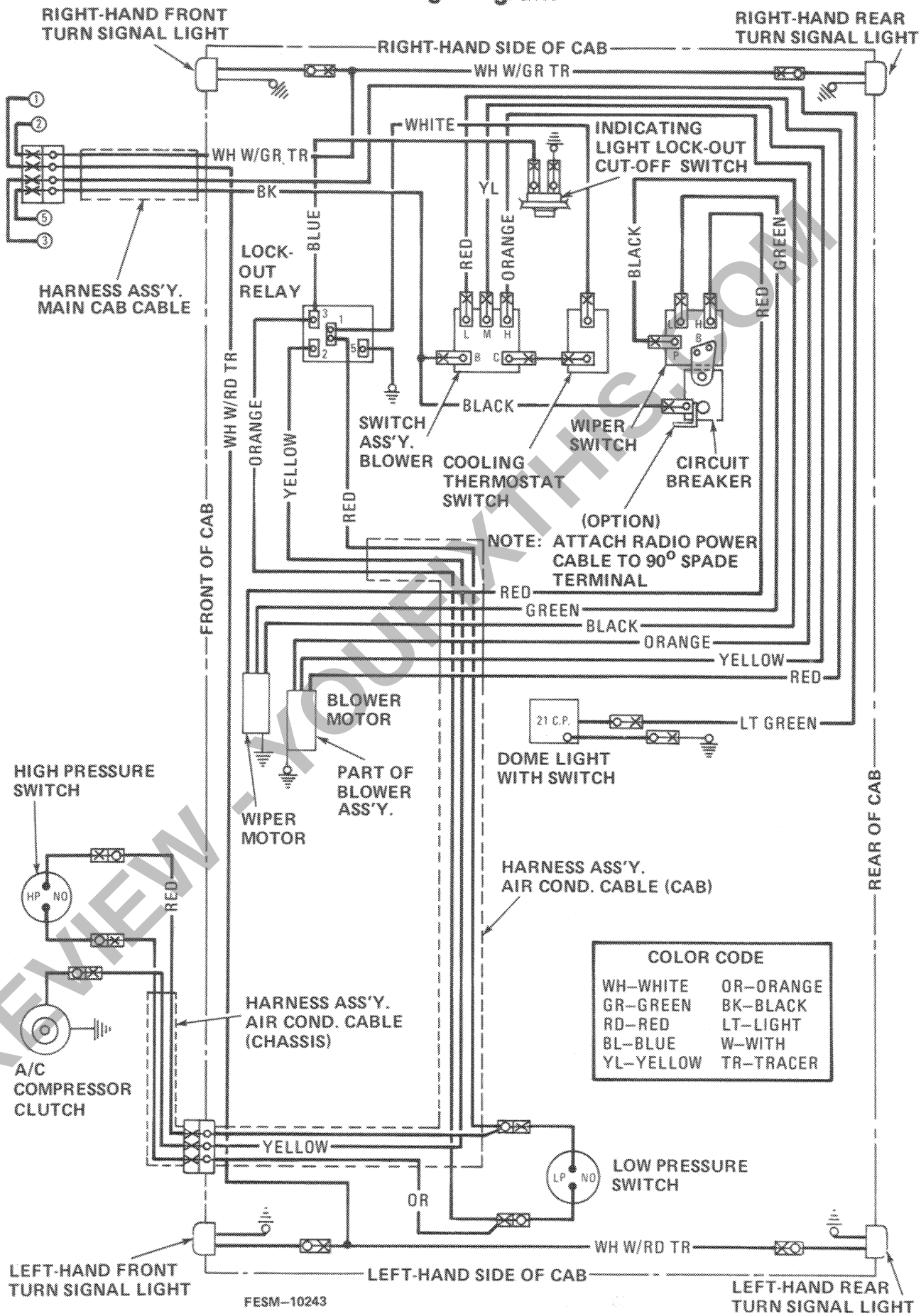
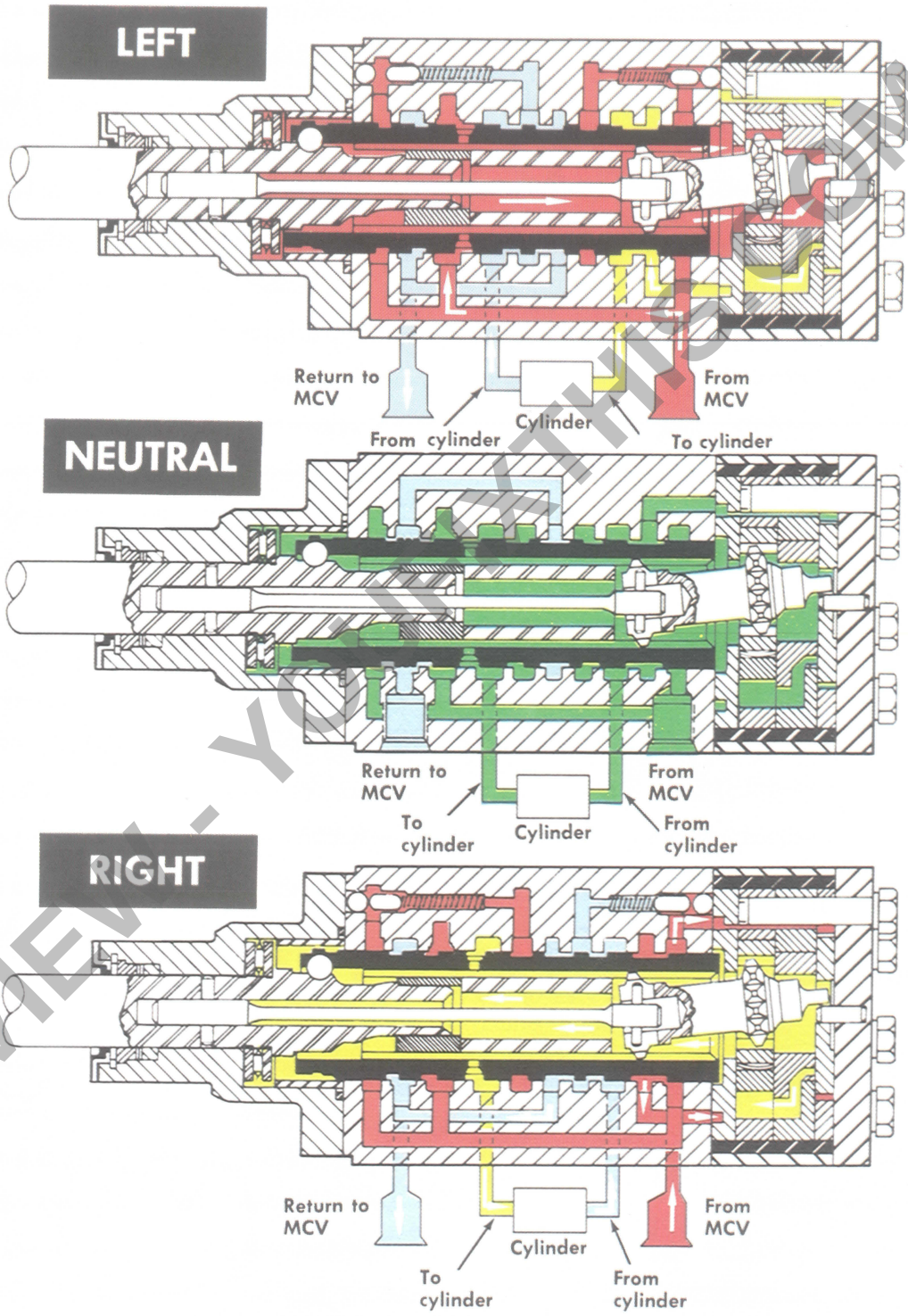
Wiring Diagram



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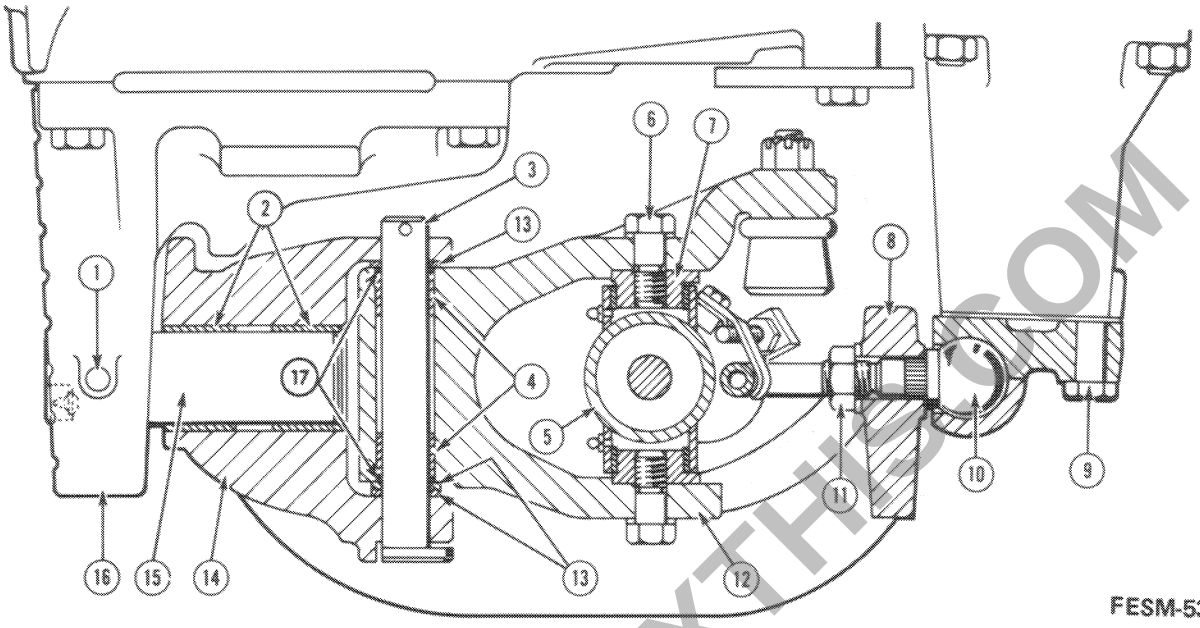
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FESM-9888

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FESM-5369C

Two-Piece Design Bolster

1. Pin
2. Pivot pin bushings
3. Center arm pivot pin
4. Bushings
5. Steering cylinder
6. Capscrew
7. Trunnion cap
8. Axle stay rod
9. Capscrew
10. Stay rod ball
11. Nut
12. Center steering arm
13. Spacer washers and shims
14. Front axle assembly
15. Front axle pivot pin
16. Lower bolster
17. O-ring (2)

3. Block oscillation of the front axle by driving wedge shaped blocks between the axle center section and the lower bolster.

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STANDARD TORQUE DATA FOR NUTS AND BOLTS— FOOT POUNDS

Recommended torque for all Standard Application Nuts and Bolts, provided:

A. All thread surfaces are clean and lubricated with SAE-30 engine oil. (See NOTE.)

B. Joints are rigid, that is, no gaskets or compressible materials are used.

C. When reusing nuts or bolts use minimum torque values.

NOTE: Multiply the standard torque by:

.65 when finished jam nuts are used.
.70 when Molykote, white lead or similar mixtures are used as lubricants.
.75 when parkerized bolts or nuts are used.
.85 when cadmium plated bolts or nuts and zinc bolts w/waxed zinc nuts are used.
.90 when hardened surfaces are used under the nut or bolt head.

1 FOOT POUND = 1.355 NEWTON METERS

Bolt or Stud Diameter		Type 1 Studs Only		Type 1 Bolts 6" length or less		Type 1 Bolts longer than 6"		Type 5 (all lengths)		Type 8 (all lengths)			
										Only when used† in cast (gray) iron		All other applications	
Inches	MM	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
1/4	6.4	5	6	5	6	3	3	9	10	11	13	12	14
5/16	8.0	12	13	12	13	6	7	19	21	24	27	27	30
3/8	9.5	21	24	21	24	11	13	33	37	43	47	45	50
7/16	11.1	35	38	35	38	19	21	53	60	69	76	75	85
1/2	12.7	52	58	52	58	29	32	80	90	104	117	115	130
9/16	14.3	70	80	70	80	41	46	115	130	150	170	165	185
5/8	15.9	98	110	98	110	57	63	160	180	210	230	220	250
3/4	19.0	174	195	174	195	100	112	290	320	350	390	400	450
7/8	22.2	300	330	162	181	162	181	420	470	570	630	650	730
1	25.4	420	470	250	270	250	270	630	710	850	950	970	1090
1-1/8	28.6	600	660	350	380	350	380	850	950	1200	1350	1380	1550
1-1/4	31.8	840	940	490	540	490	540	1200	1350	1700	1900	1940	2180
1-3/8	34.9	1100	1230	640	710	640	710	1570	1760	2300	2500	2600	2800
1-1/2	38.1	1470	1640	850	940	850	940	2000	2300	3000	3300	3300	3700
1-3/4	44.5	2350	2450	1330	1490	1330	1490	3300	3700	4700	5200	5300	6000
2	50.8	3500	3900	2000	2200	2000	2200	5000	5500	7000	7800	8000	9000

†When bolt penetration is 1-1/2 times the diameter of the bolt.

BOLT TYPE IDENTIFICATION CHART

IH TYPE	S.A.E. GRADE	DESCRIPTION	BOLT HEAD MARKING *
1	1 (equivalent) or 2	WILL HAVE A W STANDARD MONOGRAM IN THE CENTER OF THE HEAD Low or Medium Carbon Steel Not Heat Treated	
5	5	WILL HAVE A W AND 3 RADIAL LINES Quenched and Tempered Medium Carbon Steel	
8	8	WILL HAVE A W AND 6 RADIAL LINES Quenched and Tempered Special Carbon or Alloy Steel	

*The center marking identifies the bolt manufacturer. The W monogram is currently used. Some bolts may still have an IH or a raised dot which previously identified IH bolts.

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Troubleshooting Retro-Fit
Data Center

The Data Center will self test when the key switch is turned on. If any of the first seven problems in the chart occur during the self test, correct problem(s) as indicated under "Cause and Remedy".

NOTE: Problems that appear to be internal within the Data Center may be caused by high frequency interference. Turn off all radios, move from under power lines and/or away from other sources of interference.

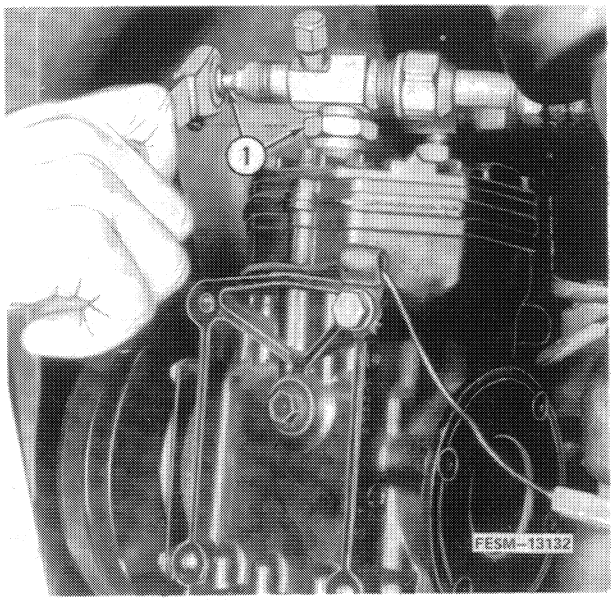
Problem	Cause and Remedy
1. Does not self test.	Blown fuse(s) - replace. Bad connections from key switch to Data Center - repair or replace wire. Key switch failed - replace. Data Center failed - replace.
2. One or more lights do not light during self test.	Data Center failed - replace.
3. EGT alarm light stays on and a number appears in the display when the EGT setting function pad is depressed.	EGT set too low - adjust. EGT thermo coupling failed - replace.
4. EGT alarm light stays on and an "E" appears in the display when the EGT setting function pad is depressed.	EGT thermo coupling failed - replace. Broken EGT wire - repair or replace.
5. Engine hour meter keeps running.	Data Center failed - replace.
6. Unable to adjust tire radius.	Data Center failed - replace.

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NOTE: Disconnect both negative battery cables.

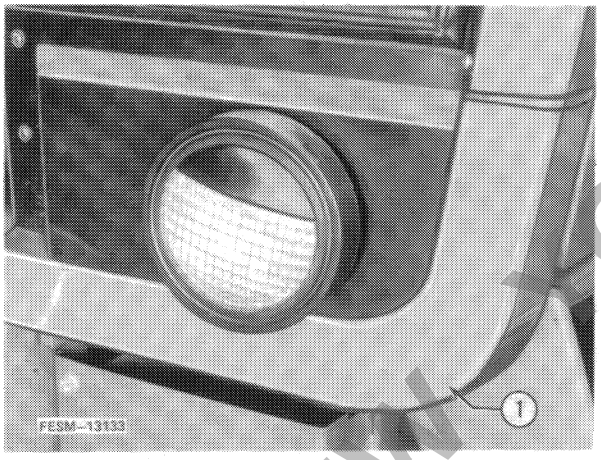
Removal



1. Remove front hood sheet metal.

2. Front seat the suction side of the A/C compressor and disconnect the suction line. Route the suction line out from the engine.

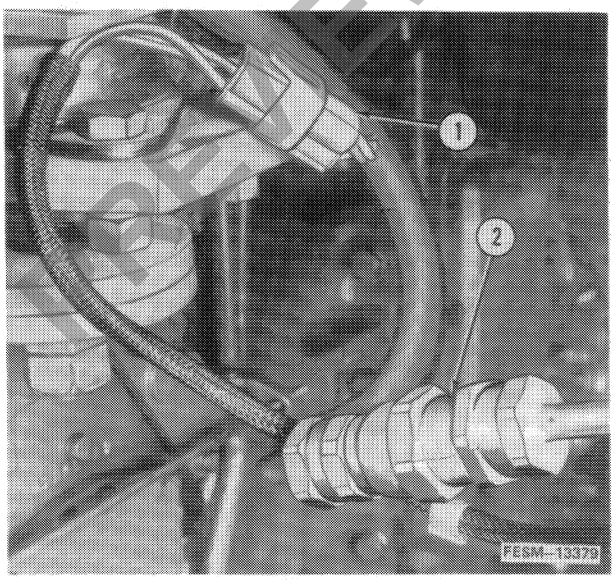
1. Suction valve and fitting



3. Disconnect the heater hoses from the engine and plug. Route the hoses back towards the control center.

4. Remove the LH and RH headlight covers from the control center.

1. Headlight panel



Disconnect the A/C quick connector and the A/C electrical connector.

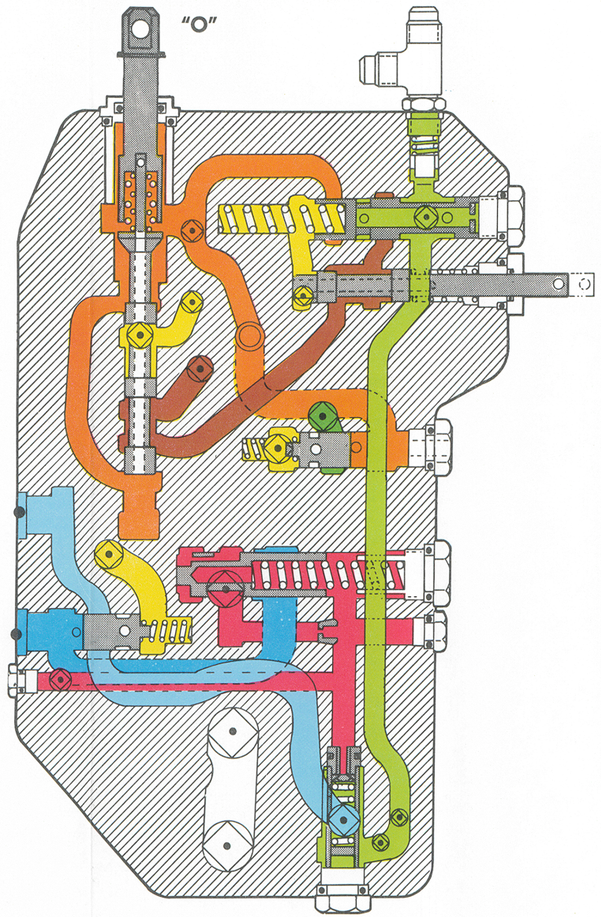
1. A/C electrical connector
2. A/C quick connector

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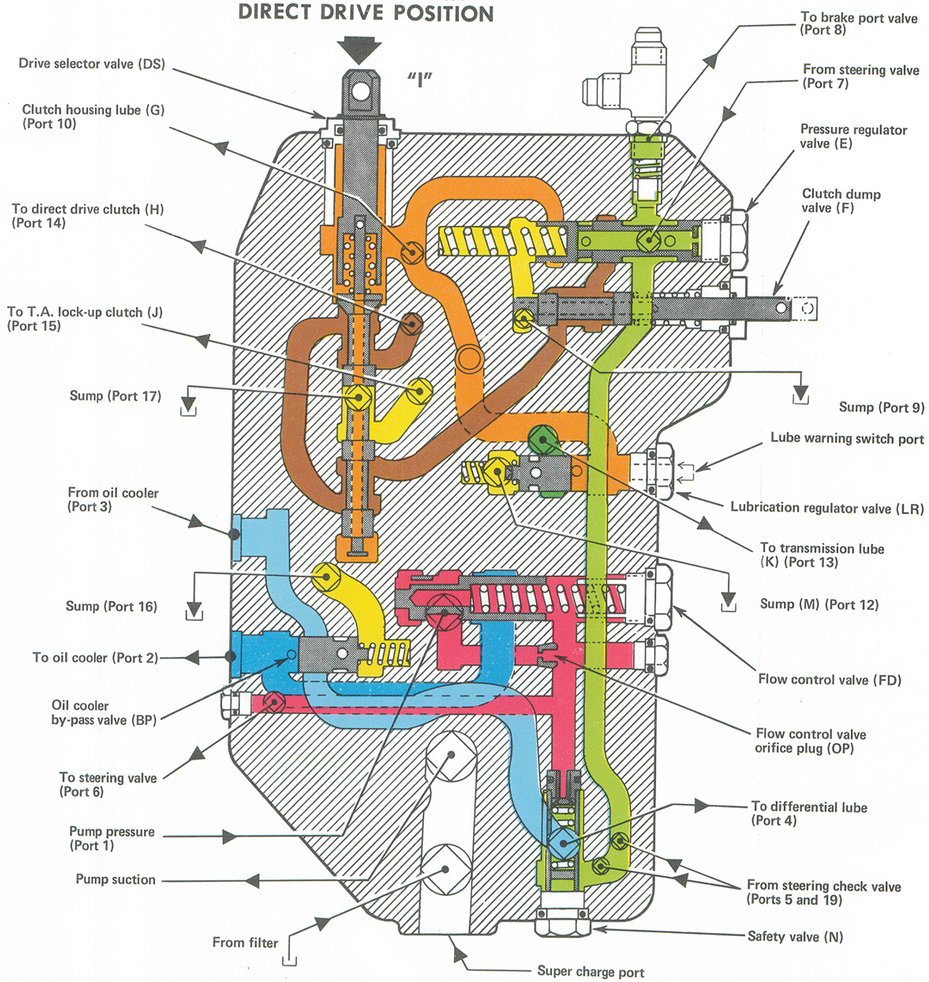
SELECTOR VALVE IN TA POSITION

"O"



SELECTOR VALVE IN DIRECT DRIVE POSITION

"I"



NOTES: (a) ◇ Indicates ports in cover plate.
(b) Port numbers refer to schematic diagram.
(c) Letters refer to parts or fluid channels in other illustrations.

Oil Cooler

Differential lube

Transmission lube

Power steering return

Pump pressure to steering

Clutch lube

Tractor reservoir return

Direct drive clutch or TA clutch circuit

FESM—10503

Air Conditioning System

NOTE: Refer to GSS-1455-1 for Air Conditioning Service Information

Specifications

*Capacity - BTU per hour 22,000

Electrical system
- Volts - D.C. . . . . 12 nominal
- Amperes (circuit breaker) 30

Current draw at nominal 12 volts

Blower fan circuit - amps . . . . . .

	Fan only	Fan w/compressor clutch
High	16.7 - 21.7	21.0 - 26.0
Medium	10.0 - 13.2	14.0 - 17.0
Low	5.8 - 7.0	10.10 - 11.0

Air blower CFM
- All fresh filtered . . . . . 500 CFM
- 80% cab air recirculated . . . . . 400 CFM recirculated and 100 CFM fresh air

Refrigerant charge (R-12) - ounces . . . . . 1.82 to 2.04 kg (64 to 72 ounces) or 1.82 to 2.04 kg (4 to 4-1/2 lbs.)

Minimum compressor rpm 1300

Minimum engine rpm 1350

Expansion valve superheat setting - degrees . . . . . -12 to -15°C (5°F to 9°F)

High pressure switch cut-out . . . . . 2578 ± 69 kPa (375 ± 10 psi)

Low pressure switch cut-out . . . . . 41 ± 14 kPa (6 ± 2 psi)

Thermostat range
- Cold cut-out temperatures . . . . . 1.1°-1.7°C (34°-35°F)
- Warm cut-in temperatures . . . . . 6°-7°C (43°-45°F)

* Based on 90°F dry bulb, 75°F wet bulb temperatures at the evaporator.

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Calibration Chart

Tractor Model	Tire and Rim Size	Digital Monitor Part Number	
		121 861 C1 130 718 C1 Reading in MPH	121 864 C1 130 719 C1 Reading in km
		Calibration Number	
886, 986, 1086, 186 Hydro and 1486	16.9-26	39.8	24.7
	18.4-26	38.1	23.6
	23.1-26	34.7	21.4
	28 L-26	34.5	21.4
	14.9-28	39.8	24.7
	16.9-28	38.2	23.8
	18.4-28	36.5	22.7
	14.9-30	38.1	23.7
	16.9-30	36.6	22.6
	18.4-30	35.4	22.0
	23.1-30	32.6	20.2
	24.5-32	30.8	19.1
	30.5-32	30.3	18.9
	16.9-34	34.1	21.2
	*18.4-34	32.9	20.5
	20.8-34	32.0	19.9
	23.1-34	30.5	19.0
	13.9-36	36.2	22.5
	13.6-38	34.1	21.2
	15.5-38	34.1	21.2
	16.9-38	32.0	19.9
	**18.4-38	30.8	19.2
	20.8-38	29.8	18.5
	12.4-42	32.6	20.3

* Standard Tire Size for Hydrostatic
**Standard Tire Size for Gear Drive

NOTE: All calibrations listed are adjusted with the key switch off and the 06-542 calibration harness installed between the main harness and the digital monitor.

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Specifications

Test No. 1 (PPH — Closed Center System)

Pump Flow Rate at the Control Valve Coupler

1586 (2500 rpm) @ *13,100 kPa (1900 psi) . . . . . 64.3 Litres (17 gpm)

1486 (2600 rpm) @ *13,100 kPa (1900 psi) . . . . . 62.4 Litres (16.5 gpm)

All Others (2400 rpm) @ *13,100 kPa (1900 psi) . . . . . 62.4 Litres (16.5 gpm)

*NOTE: 13,100 kPa (1900 psi) w/o Alternating Check Valve
12,410 kPa (1800 psi) w/Alternating Check Valve

Combination System Relief and Cutoff Pressures . . . . . 16,892 to 18,651 kPa (2450 to 2700 psi)

Unlatching Pressure . . . . . 13,789 to 16,892 kPa (2000 to 2450 psi)

Test No. 2 (PPH — Closed Center System)

Hitch Raise Time:

Slow Speed Control . . . . . 15 seconds or greater

Fast Speed Control . . . . . 3 seconds or less

Test No. 3, 4 and 5 (PPH — Closed Center System)

Pump Flow Rate at the Pump Flange Assembly:

1586 (2500 rpm) @ 15,160 kPa (2200 psi) . . . . . 64.3 Litres (17 gpm)

1486 (2600 rpm) @ 15,160 kPs (2200 psi) . . . . . 62.4 Litres (16.5 gpm)

All Others (2400 rpm) @ 15,160 kPa (2200 psi) . . . . . 62.4 Litres (16.5 gpm)

Cut-Off Pressure . . . . . 16,892 to 18,651 kPa (2450 to 2700 psi)

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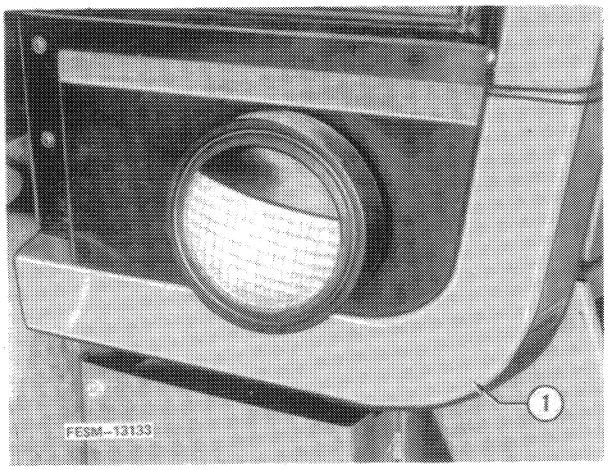
CHASSIS INTERNATIONAL 786, 886, 986, 1086, 1486, 1586, and Hydro 186 Tractors

Service Manual

Form No. GSS-1470-3

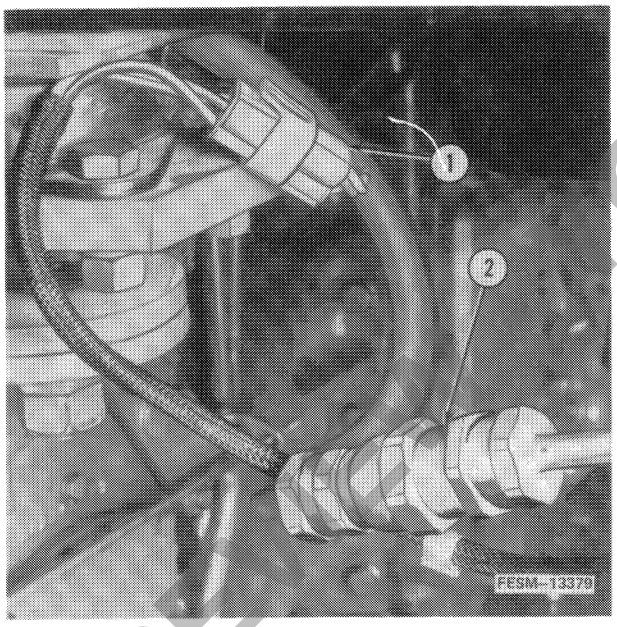
J I Case
A Tenneco Company

CASEIH.COM



1. LH lower front panel

10. Remove the mounting screws from the LH and the RH front lower panel at the control center. Partially remove the panel and disconnect the electrical connector at the headlamp to complete removal.



1. A/C electrical connector
2. A/C quick connector

11. Disconnect the A/C wiring harness connector and the A/C quick connect located under the LH side of the control center directly behind the LH front panel.

12. Shut off the coolant valves at the LH side of the cylinder head and at the RH side of the engine. Disconnect the heater hoses and plug hoses.

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Adjustable Wide Front Axle
Special Torques

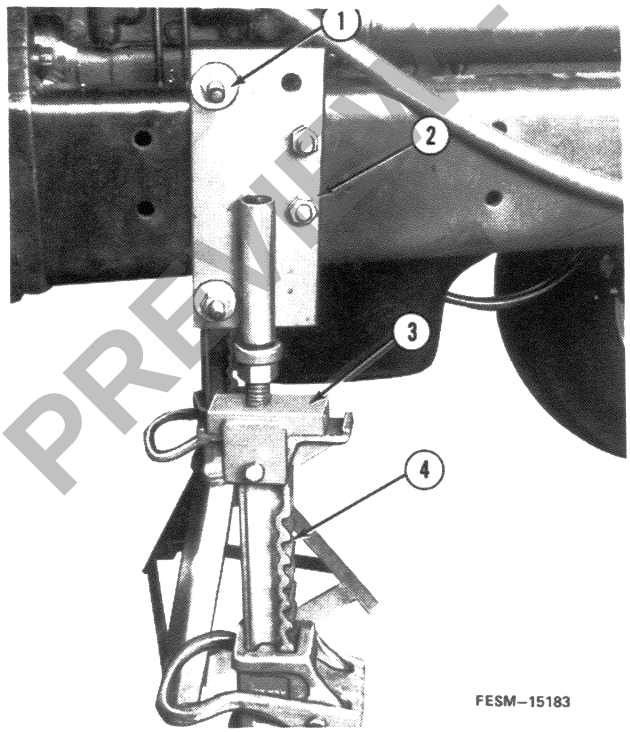
Axle clamp bolts	542 N·m (400 ft. lbs.)
Cylinder trunnion bolts	230 N·m (170 ft. lbs.)
Front wheel tapered bearings	Tighten until a definite drag then loosen to the first castellation
Hub bolts	150 N·m (110 ft. lbs.)
Lower bolster mounting bolts (wide front end)	300 N·m (220 ft. lbs.)
Stay rod ball nut	251 N·m (185 ft. lbs.)
Steering arm retainer nut	542 N·m (400 ft. lbs.)
Tie rod end nuts	120 then to next castellation if needed
Upper bolster to radiator support (Tricycle)	230 N·m (170 ft. lbs.)
Cylinder shaft ball joint nut	271 N·m (200 ft. lbs.) then to next castellation if needed

Front Axle Service

NOTE: Adjustable front axles on 86 Series Tractors may be mounted in either the original design two-piece bolster or the later production one-piece bolster. Variations in service procedures are required according to type bolster utilized.

Removal

1. Raise front end of tractor slightly with floor jack. Install 17-142-1 Safety Stand Adapters to 10 ton safety stands. Mount 17-142-1B Adapter Plates to the safety stand adapters and secure the 17-142-1B Adapter Plates to the side rails.

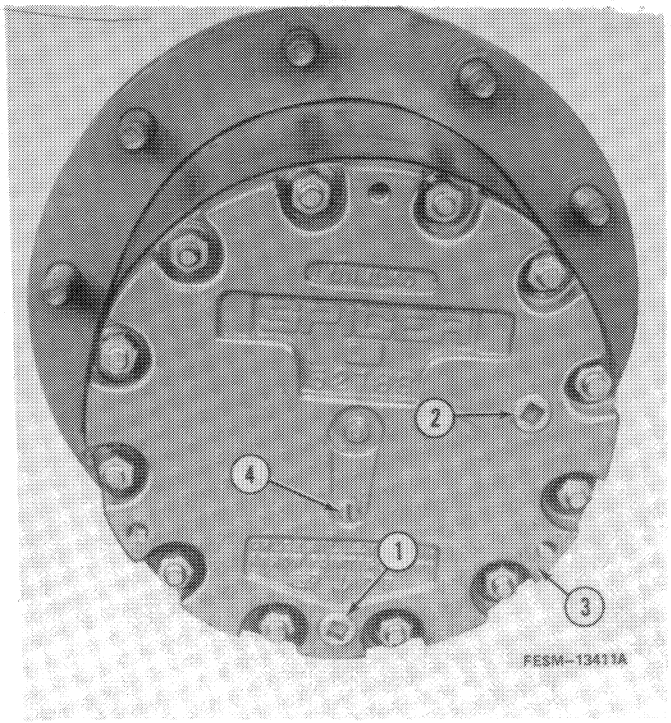


FESM–15183

1. 17-142-12 Engine Support Hooks
2. 17-142-1B Adapter Plates
3. 17-142-1 Safety Stand Adapters
4. 10 ton safety stands

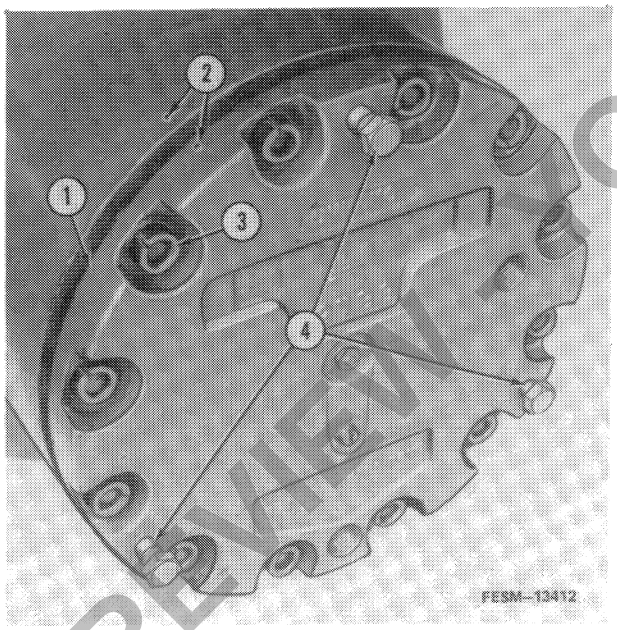
2. Leave floor jack under front axle pivot point for support.

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3. Remove the drain plug from the planetary and drain the lube oil.

1. Drain plug
2. Fill plug
3. Planetary
4. Level check plug



4. Remove the lock nuts securing the planetary housing to the wheel hub.

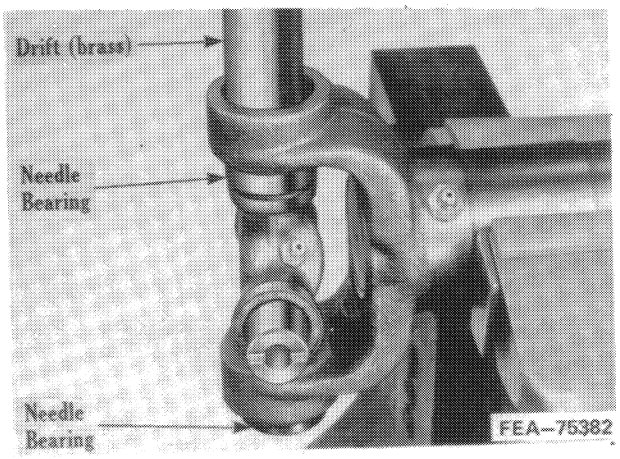
5. Using three 7/16 x 1-5/8 NF capscrews split the planetary housing from the wheel hub enough so that the tapered dowels can be removed. Then remove the planetary.

NOTE: The taper dowels should be removed first to avoid binding on the wheel hub bolt threads.

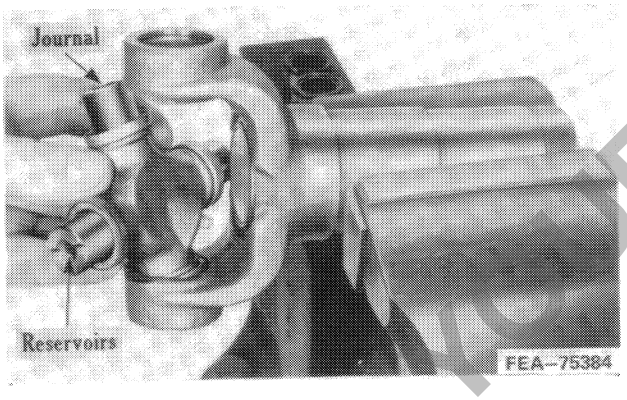
1. Planetary
2. Index marks
3. Taper dowels
4. 7/16 x 1-5/8 inch NF capscrews

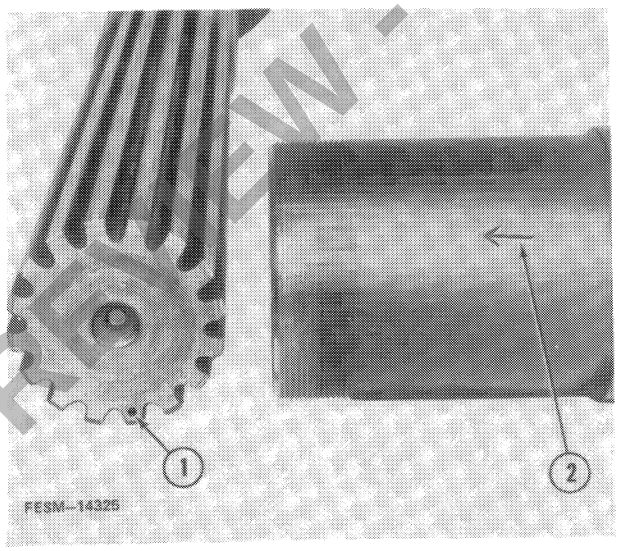
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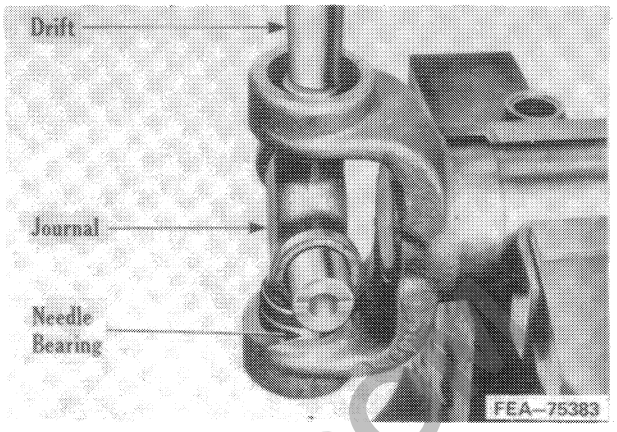


5. Use a soft round drift with a flat face about .7937 mm (.008 in.) smaller than the needle bearing and drive the cross downward until the bottom needle bearing can be removed.





1. Timing mark on spline end of shaft
2. Timing mark on yoke assembly



6. Turn the slip joint over and drive against the exposed journal to remove the remaining needle bearing.

7. Lift out the bearing cross.

8. Wash the needle bearings and journals in cleaning solvent. Coat the parts with a light coat of oil if they are to be reused and wrap in oil proof paper until needed for reassembly.

9. Disassemble the opposite end of the drive line in the same manner.

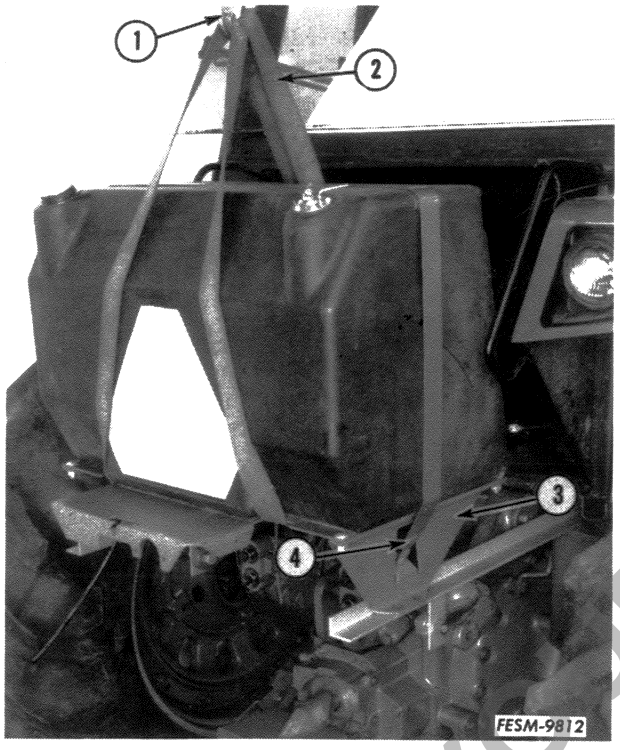
10. For reassembly, reverse the order of disassembly.

For proper shaft timing, the arrow must align with the mark at the end of the spline shaft. This will keep the drive yokes in line and balanced during operation.

Torque the drive line U-bolts 43 to 50 N·m (32 to 37 ft. lbs.).

IMPORTANT: Upon installation thoroughly grease the shaft at the three grease fittings. This must be done to prevent bearing failure and it also keeps the shaft in balance.

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CAUTION! Be sure the hitch is raised sufficiently so the adapters are inserted under the control center and the other end bolted to the hitch arm.

7. Slide the fuel tank support rearward so that 17-138-5 Sling can be secured around the fuel tank and support.

8. Using a suitable hoist remove the assembly from the tractor.

9. Remove the fuel tank hold down strap and remove the tank from the platform.

1. Hoist
2. 17-138-5 Sling
3. Fuel tank support
4. Hold down straps

Installation

1. Installation is the reverse of removal.

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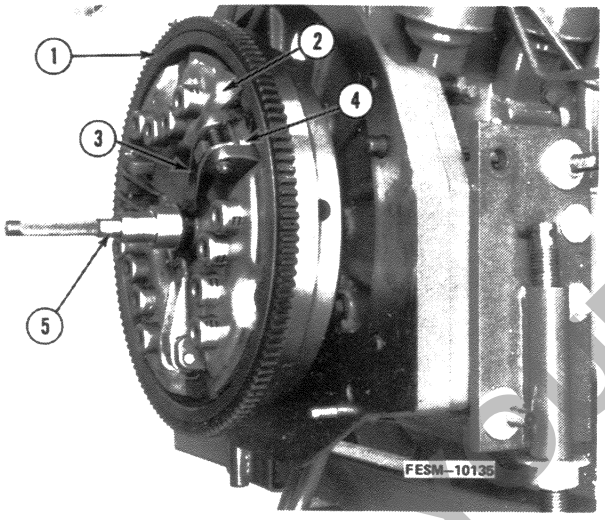
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Clutch Assembly

Removal

1. Split the tractor. Refer to Section 1.

2. Remove the pressure plate and the drive member from the flywheel.



1. Flywheel
2. Back plate
3. Finger
4. Spacer nut
5. 89-526-6 Clutch Alignment Tool

3. Remove the flywheel if replacement or refacing is required.

NOTE: Refer to GSS-1281-K for complete clutch service.

Installation

1. To avoid alignment problems when recoupling the tractor, place the back plate on a bench and using a pry bar, pry down each finger and install a 1/4 inch nut between the finger and back plate.

2. Install the clutch disc and the back plate into the flywheel.

3. Place the 89-526-6 Clutch Alignment Tool into the center of the back plate aligning both the driven member disc and back plate.

NOTE: When installing the 89-526-6 be sure the proper pilot is used. Each pilot is marked for the proper application.

4. With the back plate and driven member installed, the next step is to install the capscrew.

5. As the capscrews are tighten remove the 1/4 inch nuts previously installed.

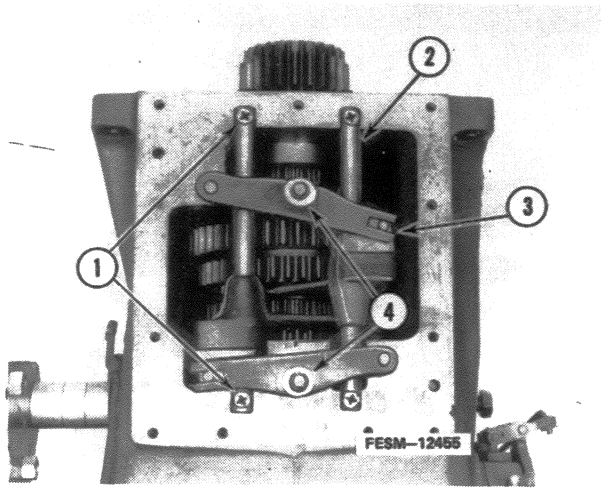
6. Then remove the 89-526-6 Clutch Alignment Tool.

7. Refer to Section 1 for recoupling the tractor.

NOTE: If tractor is equipped with a transducer, refer to section 6 for adjustment.

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1. Capscrews
2. Rails
3. Arms
4. Cam rollers

5. Install the shifter rails, forks and cam lever. Tighten the four capscrews and install the cover.

NOTE: Install new screws in shift rails and stake heads after tightening.

6. Install the IPTO driven gear and front bearing, back in the speed transmission and secure its position with 17-526-8 IPTO Gear Locators. At this time, leave off the bearing cap retainer if a new front bearing was installed. This will prevent any unnecessary preload on the bearings when recoupling the speed transmission to the rear frame.

NOTE: The speed transmission must be installed on the rear frame to properly adjust the IPTO front bearing preload.

NOTE: If the IPTO front bearing was not replaced then the bearing cap can be installed.

7. Proceed to recouple the speed transmission to the rear frame. Refer to Section 1.

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Servo Linkage Adjustment

1. Loosen the jam nuts "T" from the bottom clevis and top clevis "U" and remove the lower pin "W".

2. Next remove the servo control rod "S" and extend both clevises to lengthen the rod to 162.6mm (6-3/8 in.) long. This measurement should be taken from the center of the hole of each clevis where pin "V" and "W" are inserted.

3. Be sure that the thread engagement in each clevis is approximately equal and the jam nuts "T" are not tightened.

4. Next install the clevis "U" to the speed control bellcrank "N" (rear lever arm) and install the pin "V" through the clevis and rear lever arm. Be sure the pin passes freely through the rear lever and the clevis.

5. Then place the servo control link "R" so the center of the hole in the link aligns with the index mark on the side of the drive housing.

6. With the control handle "C" in the neutral slot, adjust the lower clevis "U" on the speed control rod "S" to align with the hole in the servo link "R" and index mark on the drive housing. Then install the pin "W" through the clevis and servo link "R".

7. Finally install the jam nuts "T" against each of the clevises "U" and lock in place.

Servo Control Adjustment

NOTE: Before making the servo adjustment, be sure the servo linkage is adjusted first.

There is a small neutral zone on the servo cam, during which no movement of the cylinder occurs. Correctly locating and adjusting the variable orifice in this neutral zone is necessary for proper transmission control. With the S-R lever in the neutral position, check to make certain the pin in the servo control link is even with the index mark on the side of the clutch housing. This synchronizes the mechanical stop of the servo cam and the S-R lever quadrant.

With the engine speed at 1700 rpm cycle the S-R lever and check the axle rotation. The axle should not rotate until the lever is 14mm (9/16 in.) into the forward or reverse slot.

NOTE: Before adjusting the servo control, be sure the fluid temperature is 275°C (120°F minimum). It should also be noted that approximately 5 gallons of Hy-Tran fluid will have to be removed from the hydrostatic housing before the left cover is removed.

1. Raise the right rear wheel high enough that it clears the floor. Place the range transmission in gear and leave the Foot-N-Inch valve pedal up.

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Manual Braking Engine Stopped

When the engine is stopped power fluid is not available for braking. The pedal action and movement of the small piston is the same as if power were available. In manual braking the timing grooves on the small piston serve another purpose. Instead of permitting power fluid to escape, they permit fluid in the small reservoir chamber to flow ahead of the larger piston until the two pistons are in contact and a seal is made. Now the hydraulic braking force is applied by continuing to depress the brake pedal. The small piston then pushes on the larger piston which, inturn, forces hydraulic fluid into the brake cylinder chambers.

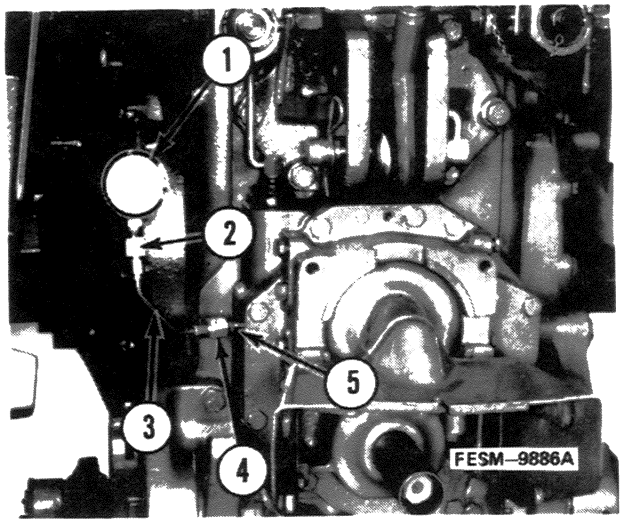
An important spring loaded check valve is located in the one gpm supply line to the brake valves in the schematic diagram. When the engine is stopped, hydraulic fluid in the brake circuit could drain back unless checked, since the brake valve is located above the tractor reservoir. The check valve is located on the firewall assembly.

Whenever servicing the hydraulic system, be sure this brake check valve is properly installed. Otherwise, fluid for manual braking may be lost.

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Adjusting the IPTO Pressures
IPTO W/O Hydraulic Anti-Creep Brake
886 S/N 16999 and Below, 986 S/N 23999 and Below, 1086 S/N 47999 and Below, H186 S/N 11999 and Below, 1486 S/N 25999 and Below



1. 14-1-4 2068 kPa (300 psi) Gauge
2. 14-96-3 1/4" N. P. T. Female x 1/4" male tube
3. 14-123-5 Tube assembly 1/4" female tube
4. 14-123-8 5/16" Female tube x 1/4" male tube
5. Orifice IH No. 384 328 R1

IMPORTANT: Fluid temperature must be at least 65.6°C (150°F), before checking and adjusting the IPTO pressure. The Flo-Rater 14-51-D can be used to check the temperature by connecting it to the auxiliary valves.

1. Remove the plug from the PTO housing and install a 14-1-4 2068 kPa (300 psi) gauge and a 384 328 R1 orifice as shown in the illustration.

2. Start the engine and engage the IPTO and operate the engine at 2100 rpm for Models 886, 986, 1086 and 186 Hydro. Operate the engine at 2300 rpm for Model 1486. The 1000 rpm shaft should rotate at 975 to 1025 rpm. Disengage the IPTO.

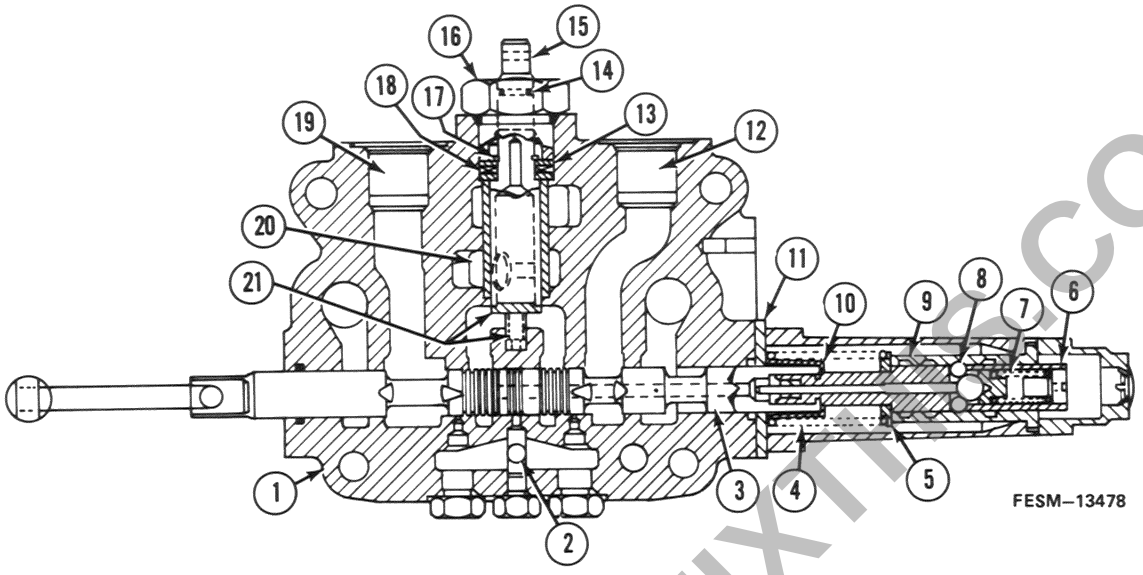
NOTE: If necessary verify PTO output shaft rotation using a tachometer.

3. Move the control lever until the valve stem contacts the bumper spring retainer or position "A" and hold. (This is the partial engagement position.)

4. Check the pressure at this point. If the pressure gauge reads less than 282 kPa (41 psi) remove the control valve cover, bumper spring and the retainer and install the 384-562-R1 shim as needed.

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Motor Control Valve
(Closed Center System)



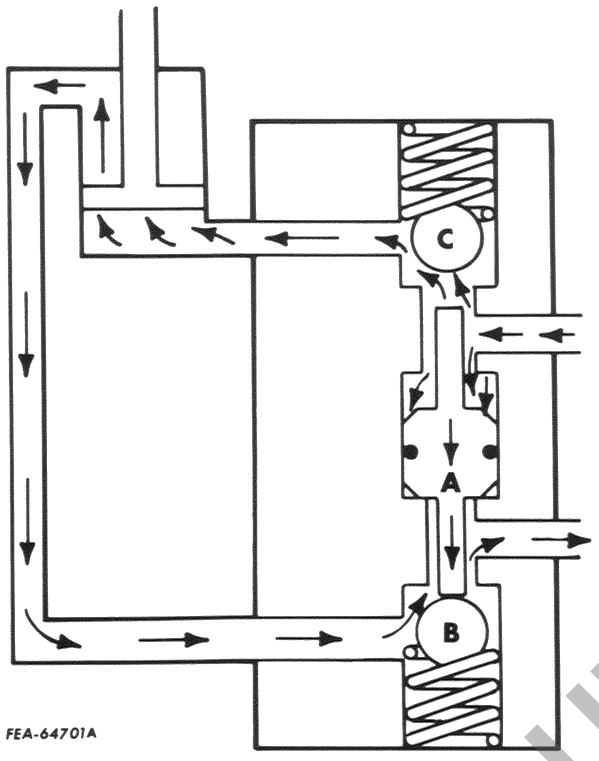
1. Motor control valve body assembly
2. Port "E"
3. Valve spool
4. Centering spring
5. Spring retainer
6. Centering spring actuator
   (Torque = Torque $\frac{9 \text{ to } 11 \text{ N·m}}{(7 \text{ to } 8 \text{ ft. lbs.})}$)
7. Detent spring
8. Detent balls (3)
9. Position control sleeve
10. Centering spring cup
11. Spool retainer
12. Port "B"
13. Thrust washers (2)
14. O-ring and teflon ring
15. Flow control valve
16. Flow control valve plug
17. Retainer ring
18. Thrust bearing
19. Port "A"
20. Port "C"
21. Check valve poppet and spring

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Alternating Acting Check Valve

Operating Principles



The illustration shows a double-acting check valve used to prevent a double acting cylinder from slowly lowering a load due to leakage past the valve spool.

The diagram indicates the fluid flow when the control valve is moved to extend the piston. Fluid pressure, is exerted against the floating piston "A" which, because of its greater area, overcomes the spring and return fluid pressure behind the ball "B" in the return passage.

This permits return flow to the control valve as shown in blue. The fluid flowing to the piston forces check ball "C" off its seat to extend the cylinder. The cylinder is retracted by reversing the direction of the fluid. There is a floating washer in the ball retainer which serves as a dashpot to reduce chatter of the check valve piston when lowering a heavy load.

Disassembly and Reassembly

1. Remove the end plug and O-ring. The spring and ball may now be removed.

2. Remove the end plug with O-ring. The spring and ball may now be removed.

3. Using a drag link type or other suitable broad blade screwdriver, remove the ball retainer nut.

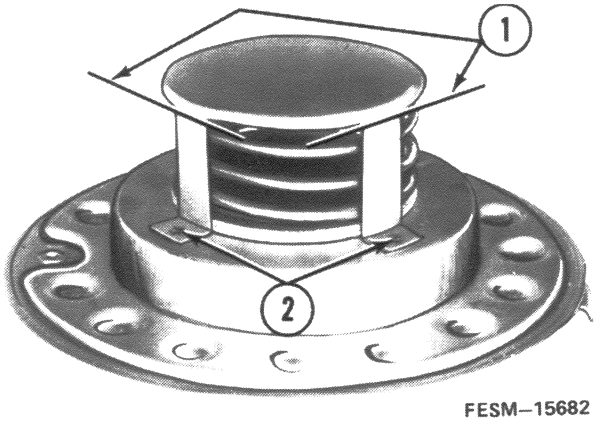
4. With a brass punch or hardwood dowel against the opposite piston rod, drive out the piston and ball retainer assembly.

5. Discard all O-rings and clean all parts with clean solvent. Inspect all passages for foreign material not removed by washing.

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Procedures to Manufacture Dummy Filter By-Pass Valve



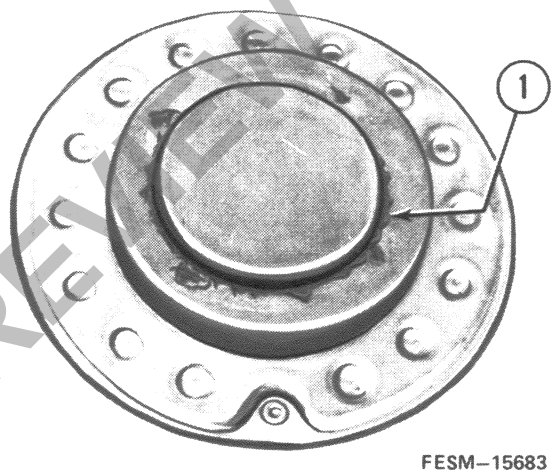
FESM–15682

1. Cut legs off
2. Spot welds

1. Using a 386 121 R92 filter by-pass valve, break the spot welds holding the spring retainer to the main valve body.

2. Remove the spring and valve plate.

3. Cut the legs off from the spring retainer and file smooth.



FESM–15683

1. Solder

4. Place the spring retainer on the valve body and solder in place.

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Symptom	Cause	Remedy
Will not lower	Draft control valve spool binding in the open position, or spring damaged.	Check for contamination and repair.
Fast drop.	Action valve misadjusted or piston sticking open.	Adjust drop rate adjusting screw and/or replace action control valve.
Chatter during lower.	Excessive load on hitch.	Adjust drop rate spool.
	"O"-ring failed between action and draft control valve.	Replace
Slow raise and/or low pressure with pump flow within specifications.	Variable raise rate control misadjusted.	Readjust.
	Failed "O"-ring in high pressure circuit.	Inspect and replace.
	Draft control cushion relief valve or cushion relief valve in motor priority valve leaking or opening below specified pressure.	Refer to Test No. 6 for cushion relief valve or replace draft control relief valve.
	Draft control cylinder scored or "O"-ring on piston damaged.	Inspect and replace.
	Motor priority valve spool sticking.	Inspect and repair.
	Leak in signal circuit.	
	Leak in the pressure circuit.	
	Motor valve signal check valve malfunction.	Inspect and repair.

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