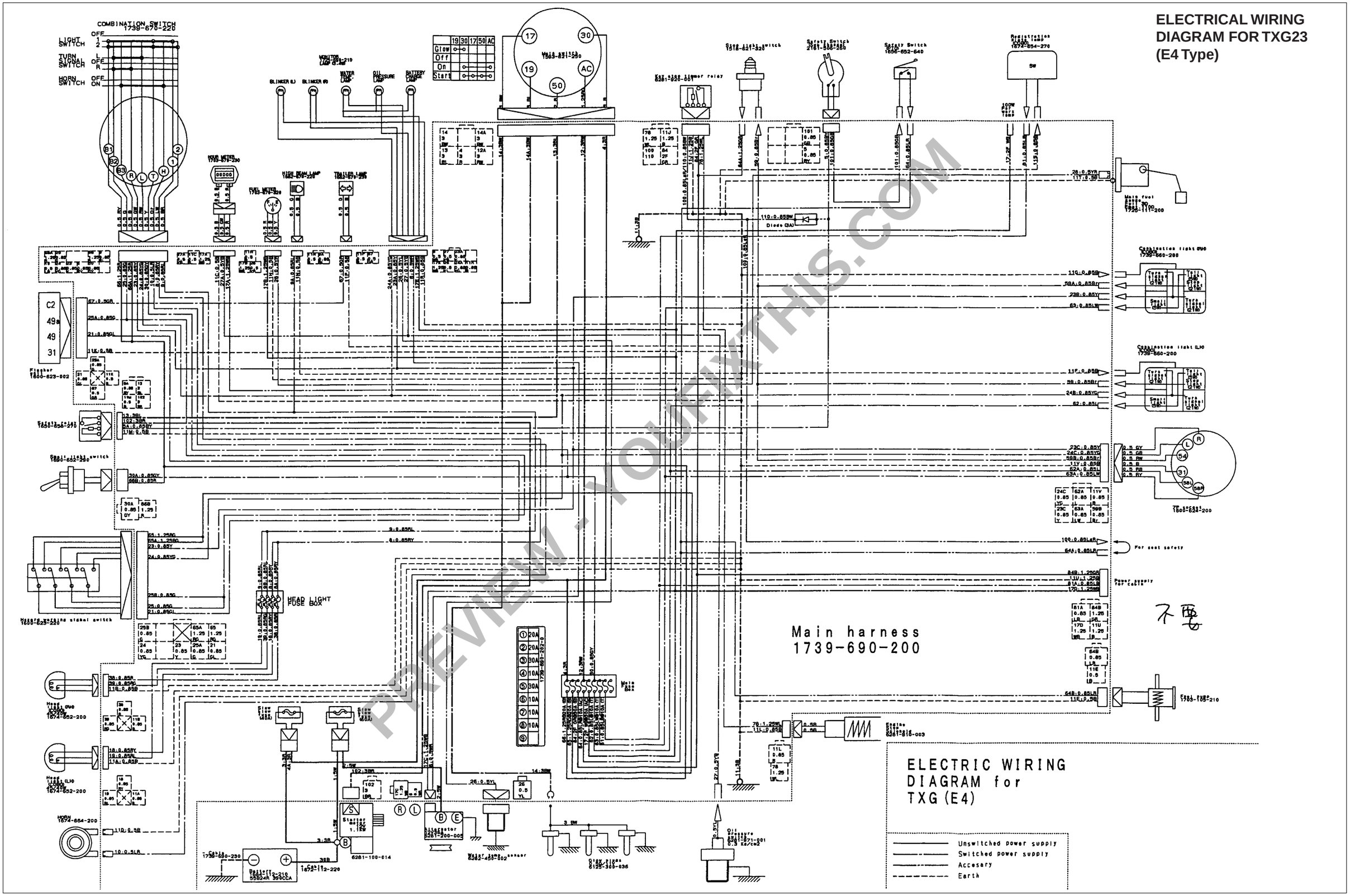
ELECTRICAL WIRING DIAGRAM FOR TXG23 (E4 Type)



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FIG. 81

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Steering Free-Play

FIG. 91: Steering should be checked for excessive looseness, as indicated by steering wheel free-play. Maximum free-play is approximately 30mm when measured at outside of steering wheel rim, "X". Excessive free-play can be caused by:

Loose or worn ball joints.

- Worn or damaged steering column shaft/universal joints.
- Air in steering system.
- Worn or damaged power steering unit.

CAUTION: Excessive steering free play must be corrected before use. Contact your ISEKI Dealer.

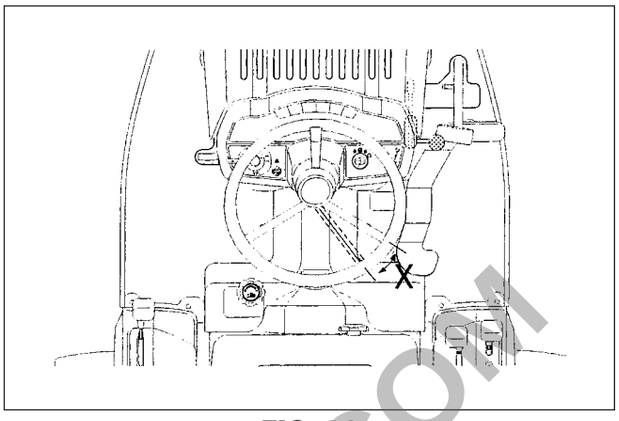


FIG. 91

TORQE CHART

FIG. 92: All fasteners should be tightened in accordance with torque chart unless a specific torque value is called out in relevant maintenance information.

	4T		7T	
	ft.-lbs.	N.m	ft.-lbs.	N.m
M6	4.3 - 5.7	5.8 - 7.7	7.2 - 9.3	9.8 - 12.6
M8	9.3 - 13.0	12.6 - 17.6	18.0 - 25.2	24.4 - 34.2
M10	14.4 - 21.6	19.5 - 29.3	39.7 - 50.5	53.8 - 68.5
M12	36.1 - 43.3	48.9 - 58.7	65.0 - 79.4	88.1 - 107.7
M14	50.5 - 57.8	68.5 - 78.4	93.9 - 108.4	127.3 - 147.0
M16	72.2 - 86.7	97.9 - 117.5	115.6 - 130.0	156.7 - 176.3
M18	86.7 - 101.1	117.5 - 137.0	144.5 - 173.4	195.9 - 235.0
M20	108.4 - 122.8	146.0 - 166.5	173.4 - 187.8	235.0 - 254.6

FIG. 92

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TROUBLESHOOTING

ENGINE

Problem	Possible Cause	Remedy
Starter motor does not operate with key turned to START	Range shift lever not in neutral	Place range shift lever in neutral.
	PTO clutch engaged	Disengage PTO clutch.
	Broken safety switch	Consult your dealer.
	Discharged battery	Charge battery.
	Loose or dirty terminals	Clean and retighten securely.
	Broken main switch	Consult your dealer.
	Broken starter	Consult your dealer.
Starter motor operates but not at full speed	Discharged battery	Charge battery.
	Loose or dirty terminals	Clean and retighten securely.
	Defective ground	Clean and tighten starter mounting.
	Improper oil viscosity	Replace with oil of proper viscosity.
	Defective engine	Consult your dealer.
Starter motor operates but engine does not start.	Electric fuel control not operating	Consult your dealer.
	Air in fuel system	Air-bleed fuel system.
	Clogged fuel filter	Clean filter.
	Fuel is not being supplied	Check fuel level, open fuel valve.
	Incorrect preheating procedure	Longer use of glow plugs.
	Defective engine	Consult your dealer.
Irregular engine running	Air in fuel system	Air-bleed fuel system.
	Clogged fuel filter	Clean filter.
	Clogged fuel injectors	Consult your dealer.
	Fuel line is leaking air	Retighten clamps, replace defective pipes.
	Fuel injection pump timing	Consult your dealer. Consult your dealer.
	Defective engine	
When decelerated, engine stops	Incorrect low idle setting	Consult your dealer.
	Malfunctioning fuel injection pump	Consult your dealer.
	Improper valve clearance	Consult your dealer.
Engine over-speeds	Defective fuel injectors	Consult your dealer.
	Defective governor	Consult your dealer.
	Incorrect high speed setting	Consult your dealer.
	Engine oil is getting into combustion chambers	Consult your dealer.
Engine stops unexpectedly during operation	Insufficient fuel supply	Top up fuel and air-bleed fuel system.
	Defective fuel injectors	Consult your dealer.
	Defective fuel injection pump	Consult your dealer.
	Engine seizure due to low or poor oil	Consult your dealer.

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SPECIFICATIONS

	TXG23
ENGINE:	
Make	Iseki Diesel
Model	E3112-B12
Type	Indirect injection, overhead valve
Aspiration	Natural
Displacement	1123 cc
Number of Cylinders	3
Bore	78.2 mm
Stroke	78.0 mm
Engine Horsepower (Gross)	22.5 HP (16.8 kW) @ 2600 rpm
(Net)	22.0 PS (16.1 kW) @ 2600 rpm
PTO Horsepower (Estimate)	17.5 @ 555 PTO rpm
Firing Order	1-3-2
Compression Ratio	22.5 to 1
Low Idle Speed	1250 to 1300 rpm
High Idle Speed	2760 to 2860 rpm
Valve Clearance (Cold);Intake	0.25 mm
Exhaust	0.25 mm
Air Cleaner	Single stage, dry element
Engine Cooling	Liquid, forced circulation
Cold Starting Aid	Glow plugs (3)
TRANSMISSION:	
Type; Primary	Infinite
Range	2speed constant mesh
Gear Speeds	2gears forward, 2 reverse
Clutch	None
Brakes	Mechanically actuated sealed wet disk
POWER TAKE-OFF (PTO):	
Type	Independent, engine drive
Control	Hydraulic control
Clutch	Mechanically engaged, multi-plate wet disk
Rear PTO; Shaft	35 mm diameter, six spline
Output	Clockwise rotation
Engine Speed @ 540 PTO rpm	2532 rpm
Mid PTO; Shaft	25.4 mm diameter, fifteen spline
Output	Clockwise rotation
Engine Speed @ 2000 PTO rpm	2476 rpm

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OPERATION

BREAK-IN PERIOD

Operation of tractor within the first fifty hours can be a major factor in determining the performance and life of the engine and Tractor:

- The engine may be operated at full rpm but excessive load should be avoided. If engine begins to "lug", operate in a lower gear to maintain higher engine speed.
- Check coolant level and check engine, transmission and other oil levels frequently during break-in period. Watch for evidence of leakage of above fluids. Replenish levels as required and repair any leaks that may have formed.
- Tighten any nuts, bolts, or screws that may have loosened and retighten as necessary. This is especially true of wheel retaining bolts. All fasteners on this Tractor are metric.
- Be observant of clutch and brake pedal free-play adjustments and readjust as required. Lining materials used in clutch disc and brake shoes "bed in" the first few hours of operation and may necessitate the need for early and frequent readjustment.
- Keep area around fuel tank filler clean. Make sure diesel fuel is of correct grade and free of contamination.
- Initial engine oil and oil filter change is after first fifty hours of operation. Subsequent change interval is every one hundred fifty hours for engine oil and filter.

CAUTION: Proper maintenance practices cannot be over-emphasized. They are required for safe operation. Consultant "Lubrication and Maintenance" section for full details.

STARTING

Pre-Start Inspection

Prior to daily start-up of Tractor, a few basic procedures should be followed to ensure Tractor is in operating order to insure longer life and dependability:

- Make sure all safety shields are in place and secured properly.
- Make sure operator is instructed in correct and safe operation of Tractor and related attachments or implements.
- Check coolant, engine oil and transmission oil levels and replenish as necessary.
- Check fan belt tension and adjust as required.
- Make sure radiator, air intake screen, and radiator screen are clear of debris to provide maximum engine cooling.
- Check operation of clutch, brake and throttle controls. All controls must operate freely and be adjusted correctly.
- Conduct a general inspection of tires, tire pressure, and wheel bolt torque. Observe for external signs of leakage and correct before operating Tractor. Check steering for excessive looseness.
- Check for adequate fuel supply. If is recommended fuel tank be filled following each days use to; reduce condensation and provide full tank for next use.
- Check operation of lights and warning flashers. If Tractor is to be transported on public road, ensure slow moving vehicle emblem is in place.

NOTE: Requirements may vary regarding use of warning flashers and slow moving vehicle emblem depending on locality. Check local safety codes.

WARNING: Carefully read and understand the SAFETY section of this book. Your life, and that of others, can be in danger during the starting of the Tractor.

Always start and operate the engine in a well ventilated area.

If in an enclosed area, vent the exhaust to the outside.

DO NOT modify or tamper with the exhaust system.

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INSTRUMENTS & CONTROLS

E4 Type

1. Steering Wheel
2. Parking Brake Lock Lever
3. Instrument Panel
4. Range Shift Lever
5. Rear Power Take-Off (PTO) Selector Lever
6. Hand Throttle Lever
7. Brake Pedal
8. Hydro Forward Reverse Pedal
9. Differential Lock Pedal
10. Three-Point Hitch Position Control Lever
11. Mid Power Take-Off (PTO) Selector Lever
12. Power Take-Off (PTO) Clutch Lever
13. Four Wheel Drive (4WD) Shift Level
14. Cutting Height Control Knob

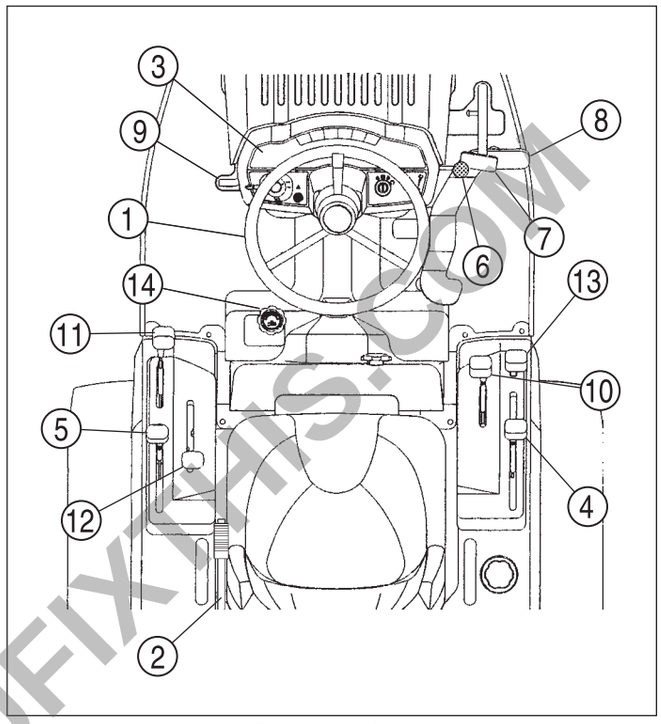


FIG. 7 E4 Type

E6 Type

1. Steering Wheel
2. Parking Brake Lock Lever
3. Instrument Panel
4. Range Shift Lever
5. Rear Power Take-Off (PTO) Selector Lever
6. Hand Throttle Lever
7. Brake Pedal
8. Hydro Forward Reverse Pedal
9. Differential Lock Pedal
10. Three-Point Hitch Position Control Lever
11. Mid Power Take-Off (PTO) Selector Lever
12. Power Take-Off (PTO) Clutch Lever
13. Four Wheel Drive (4WD) Shift Level
14. Cutting Height Control Knob

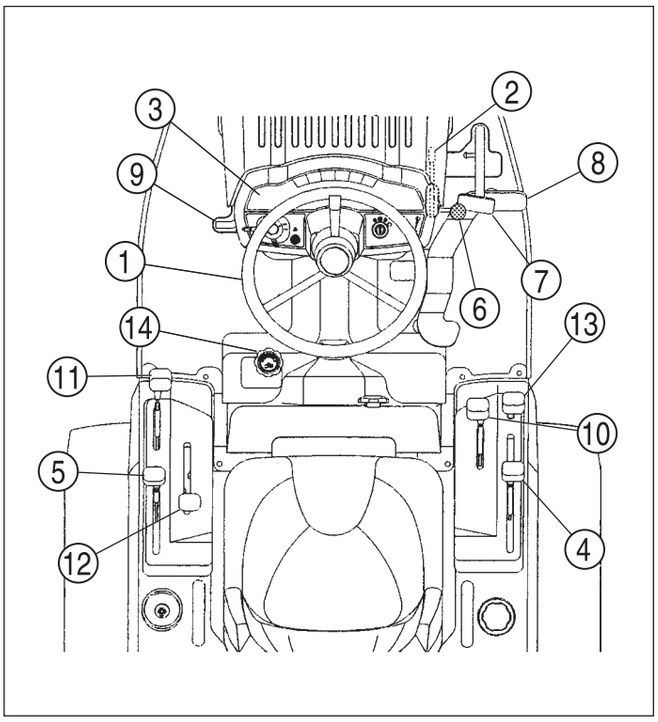


FIG. 8 E6 Type

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Attaching Implements (4WD model)

CAUTION: Always use POSITION CONTROL to attach/detach implements to provide precise control of hitch.

FIG. 46: Back Tractor to implement, centering Tractor with implement hitch frame.

Raise or lower hitch using position control lever, 1, and align left lower link end with corresponding implement attaching pin.

Lock the brakes, shut off engine and remove key.

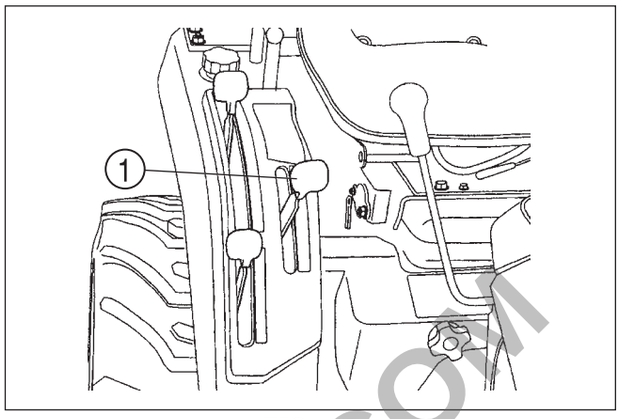


FIG. 46

FIG. 47: Side ball end of left lower link, 1, over implement pin and secure with linch pin.

Adjust height of right lower link using leveling turnbuckle, 2. Attach and secure right lower link, 3, to implement with linch pin.

Attach top link, 4, to top of implement hitch frame using pin supplied with Tractor. Rotate center barrel section of top link, to lengthen or shorten it, and level implement from front to rear.

After the implement is attached, it can be readjusted for level operation using leveling crank and top link. Secure all adjustments.

IMPORTANT: With some mounted implements, it will be necessary to remove drawbar at rear of Tractor to permit implement to be raised and lowered without obstruction.

Certain implements require minimal side-play. Stabilizers, 5, at each lower link should be evenly adjusted to reduce side-play to desirable level. Do not remove all side-play as lower link damage may result.

NOTE: The amount of side-play (stabilizer looseness) is dependent upon implement and type of operation. Normally 2"(50mm) of total side movement is desired, 1"(25mm) to each side of Tractor centerline.

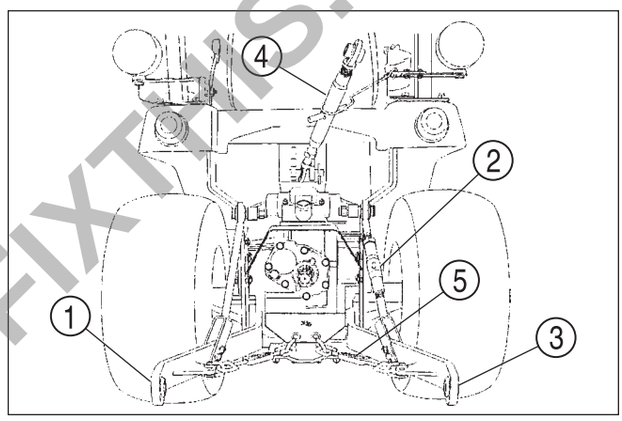


FIG. 47

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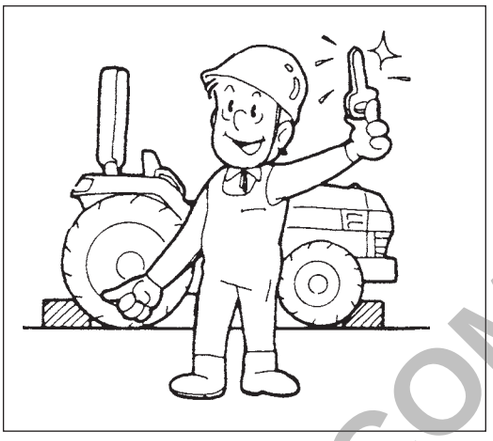
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ing the key, applying the parking brakes, and chocking the wheels securely.

(8) Keep inflammables away from the engine during operation. Especially during stationary operation do not operate the engine at high speeds so as not to set fire to grass or straw with a heated exhaust pipe or exhaust fumes.

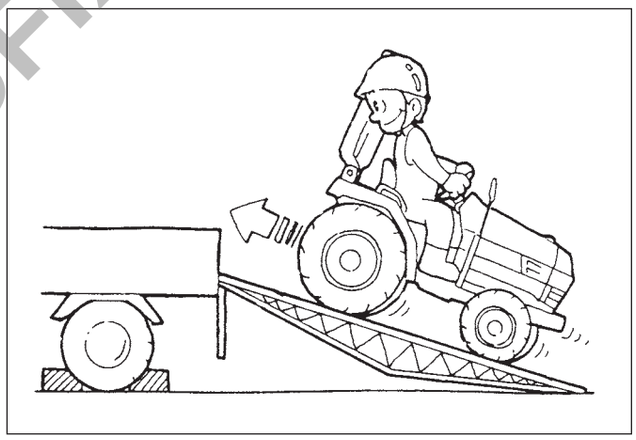
(9)When you have to operate the tractor at night, make sure of the location of the controls. If not, the tractor might work unexpectedly by mistake.



■ LOADING ONTO OR UNLOADING FROM A TRUCK

(1) When loading the tractor onto a truck or a trailer, turn off the truck's engine and apply the parking brakes to the truck or the trailer.
Otherwise, the truck could move and the tractor fall to the ground.

(2) Pay sufficient attention to the safety conditions around the tractor and have it guided by someone to assist the operation. Never allow other persons to approach the tractor, especially in front of or behind it.



(3) when loading or unloading the machine on/off a truck, set slip-proof ramps at the same angles and drive the tractor straight at sufficiently slow speeds. Loading the tractor in reverse travel and unloading it in forward travel.

(4) Never depress the brake pedals or clutch pedal during loading or unloading operation, or the tractor may shift sideways, which may cause it to fall off the ramps.

(5) If the engine stalls unexpectedly on the ramps, depress the brake pedals immediately and roll the tractor to the ground by manipulating the brake pedals. Start the engine on the ground and try again.

(6) When the machine is loaded on the truck, stop the engine, apply parking brakes, and withdraw the starter key, chock the wheels, and rope it securely to the truck. During transportation, do not make sharp turns needlessly so as not to

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