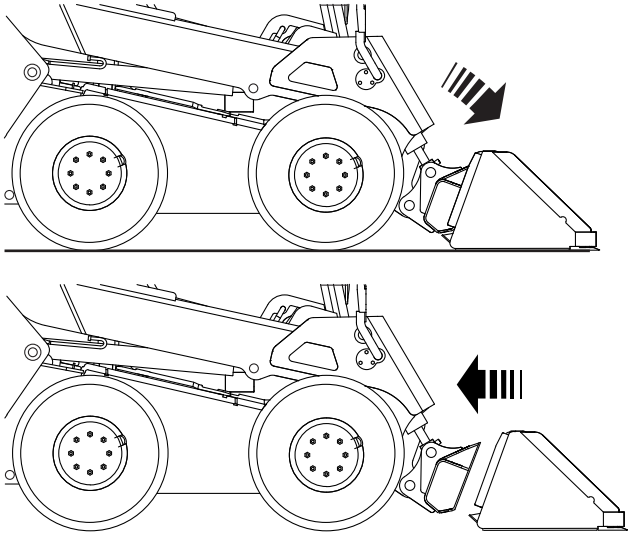
Notes:

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Figure 24.

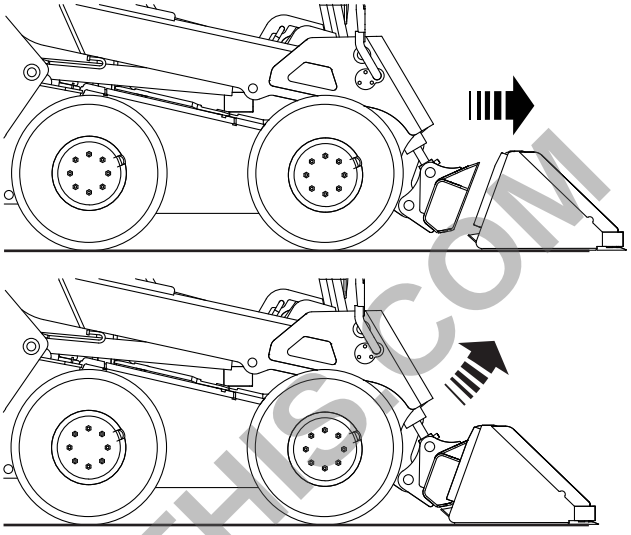


11. Push the lever fully in before machine operation.

Engaging the Attachments

1. Align the machine square to the attachment.
2. Verify that the quickhitch locking pins are fully retracted and the manual quickhitch lever is fully out prior to engaging the quickhitch plate attachment bracket into the attachment interface.
3. Lower the lift arm fully to bring the quickhitch plate attachment bracket below the level of the lips on the attachment interface.
4. Drive the machine slowly forward. Stop when the quickhitch plate attachment bracket just touches the attachment interface.
5. Raise the lift arm and engage the quickhitch plate attachment bracket in the lips on the attachment interface. Stop the movement as soon as the quickhitch plate attachment bracket is engaged with the attachment interface.

Figure 25.



6. Move the lift arm joystick control lever to roll back the attachment slightly.
7. Stop the engine.
   7.1. Remove the ignition key or if the keyless ignition option is installed wait.
   Duration: 15s
8. Raise the safety control locks and dismount the machine.
9. Push the lever fully in, to fully extend the quickhitch locking pins.
10. Verify that the quickhitch locking pins are fully extended into the attachment interface.
11. If the attachment has connected auxiliary hydraulic couplings.
    11.1. Relieve the auxiliary circuit pressure and connect the attachment tail hoses to the lift arm couplings. Refer to (PIL 30-00-00).
    11.2. Route the hoses and wires to prevent chafing and pinching.
    11.3. Return to the cab seat, lower the safety control locks.
    11.4. Start the engine and slowly cycle the attachment cylinders several times to purge the system of air.
    11.5. Check for proper electrical and hydraulic connections, routings, lengths and hydraulic leaks.
12. The attachment is now ready for use.

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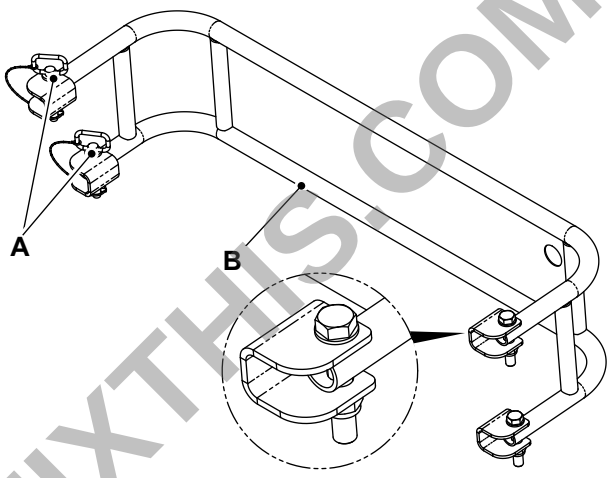
09 - Rear Cover

Introduction 06-47
Remove and Install 06-48

Introduction

A guard can be installed on the rear of the machine to protect the rear door. The guard pivots on one side and is locked using two hitch pins.

Figure 63.



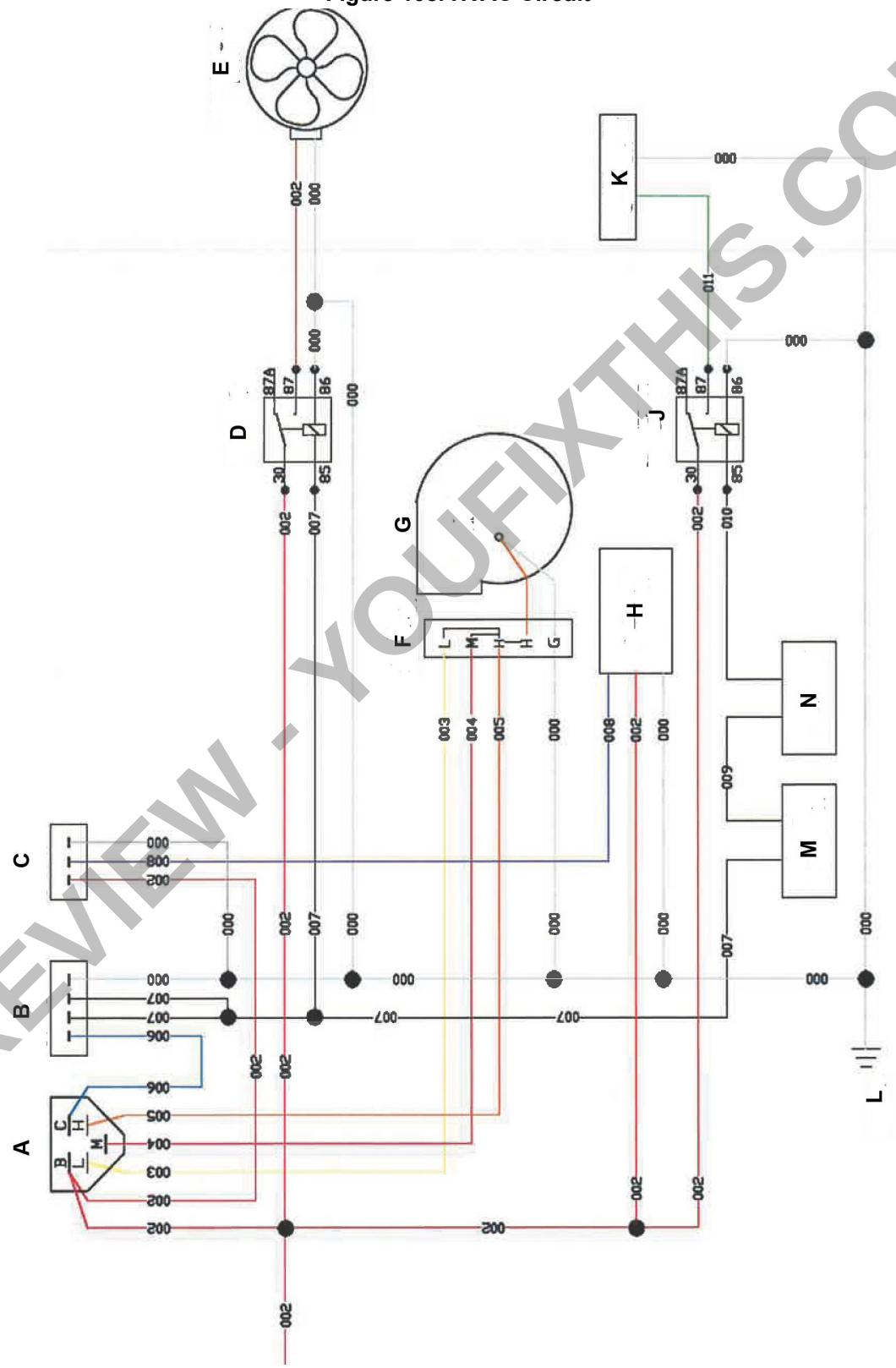
A Hitch pin
B Door guard

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Diagram

Figure 108. HVAC Circuit

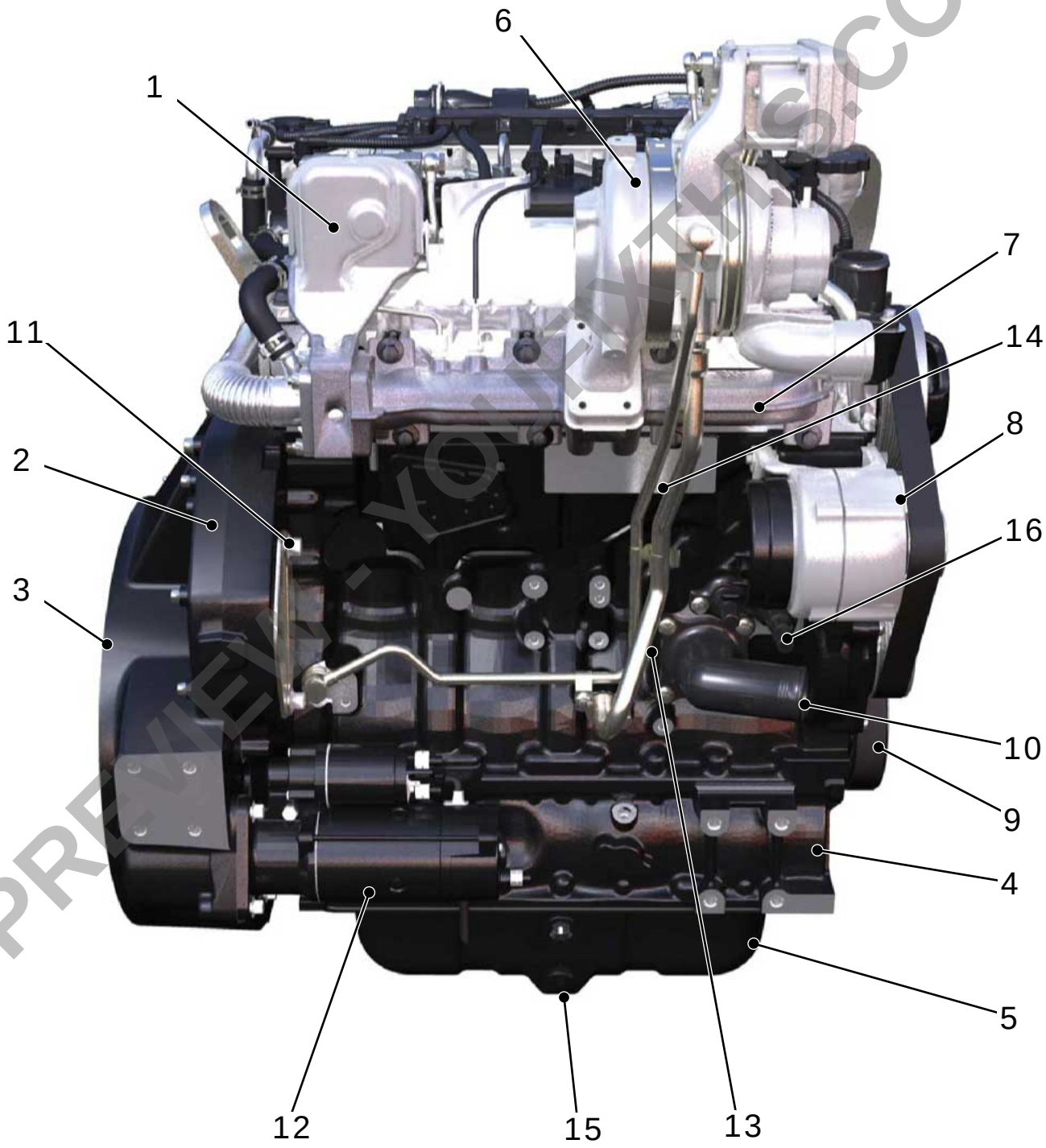


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11 Fuel filter
12 Lubrication oil filler cap
13 Lubrication oil filter
14 Lubrication oil cooler housing
15 Lubrication oil dipstick
16 Low duty PTO (Power Take-Off) (blanking cover if no device is installed)
17 Low pressure fuel pipe (to tank)
18 Oil drain plug (sump)
19 Oil filter housing drain plug
20 IMV (Inlet Metering Valve)
21 ECM (Engine Control Module)
22 Crankcase ventilation filter assembly
23 Inlet manifold induction heater

Figure 124. Right Hand Side



1 EGR valve heatshield
2 Timing gear case

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Technical Data

Table 55.

Main bearing journal diameter (x4)	
- min	87.98mm
- max	88mm
Main rear bearing journal diameter (x1)	
- min	99.98mm
- max	100mm
Connecting rod bearing journal diameter	
- min	72.98mm
- max	73mm
Maximum wear and ovality on journals(1)	
Crankshaft induction hardness	55 HRc min on surface
Thrust washer width	
- min	2.44mm
- max	2.5mm
Crankshaft end float	
- min	0.05mm
- max	0.28mm

(1) No visible damage/wear or marks

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00 - General

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Component Identification 15-138
Remove and Install 15-139

Introduction

(For: JCB Tier 4i /T4F <55kW Engine 4 Cyl)

Depending on the specification, the engine may be installed with open loop, filtered open loop or a closed loop CCV (Crankcase Ventilation) system.

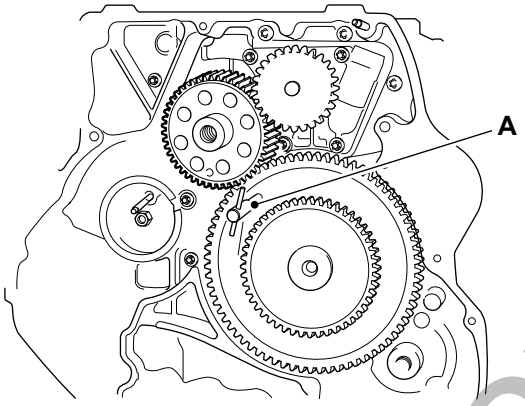
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Refer to: PIL 15-45-00.

8. Remove the flywheel.
   Refer to: PIL 15-54-00.
9. Remove the flywheel housing.
   Refer to: PIL 15-54-03.
10. Rotate the crankshaft until the camshaft timing pin can be inserted through the gear and into the aligning hole in the rear gear case.
    Special Tool: Crankshaft / Camshaft Timing Pin (444/448/672 Engine) (Qty.: 1)

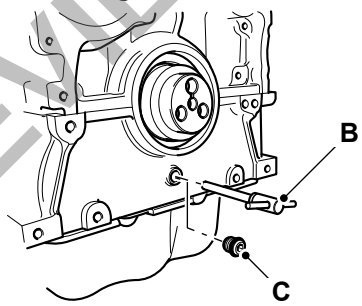
Figure 234.



A Timing pin - camshaft

11. Remove the taper blanking plug and insert crankshaft locking pin. The camshaft and crankshaft locking pins must be in position to lock the crankshaft and camshaft before removing the camshaft assembly.
    Special Tool: Crankshaft / Camshaft Timing Pin (444/448/672 Engine) (Qty.: 1)

Figure 235.



B Timing pin- crankshaft
C Blanking plug

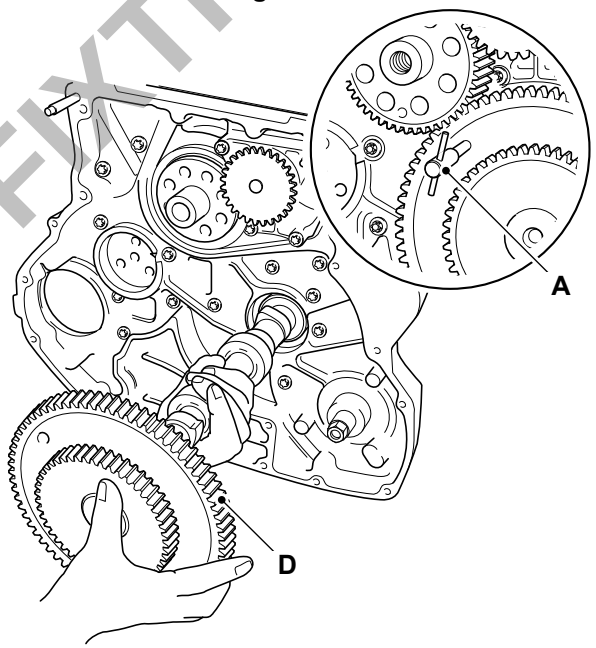
12. Remove the fuel injection pump drive gear.
    Refer to: PIL 15-51-09.

Removal

The engine must be inverted. DO NOT attempt to remove the camshaft and its drive gears with the engine upright. The tappets and push rods will fall into the engine and further dismantling will be required to retrieve them.

1. Remove the camshaft timing pin.
   Special Tool: Crankshaft / Camshaft Timing Pin (444/448/672 Engine) (Qty.: 1)
2. Carefully withdraw the camshaft and gear assembly from the crankcase. Make sure you fully support the camshaft to prevent the lobes contacting the bearing surfaces in the crankcase. The bearing surfaces can easily be damaged by the sharp hard edges on the cam lobes.

Figure 236.



A Timing pin - camshaft
D Camshaft and drive gear

3. Access the tappets through the apertures in the crankcase bedplate next to the crankshaft. Lift out the tappets from the crankcase using a suitable magnetic probe. Label the tappets to ensure replacement in their original positions.

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2. Refill the cooling system with the recommended coolant mixture, refer to (PIL 21-00).
3. If applicable, make sure that the harness connectors are connected to the correct connectors on the ECM.
4. Start the engine and check for oil and coolant leaks.

Table 84. Torque Values

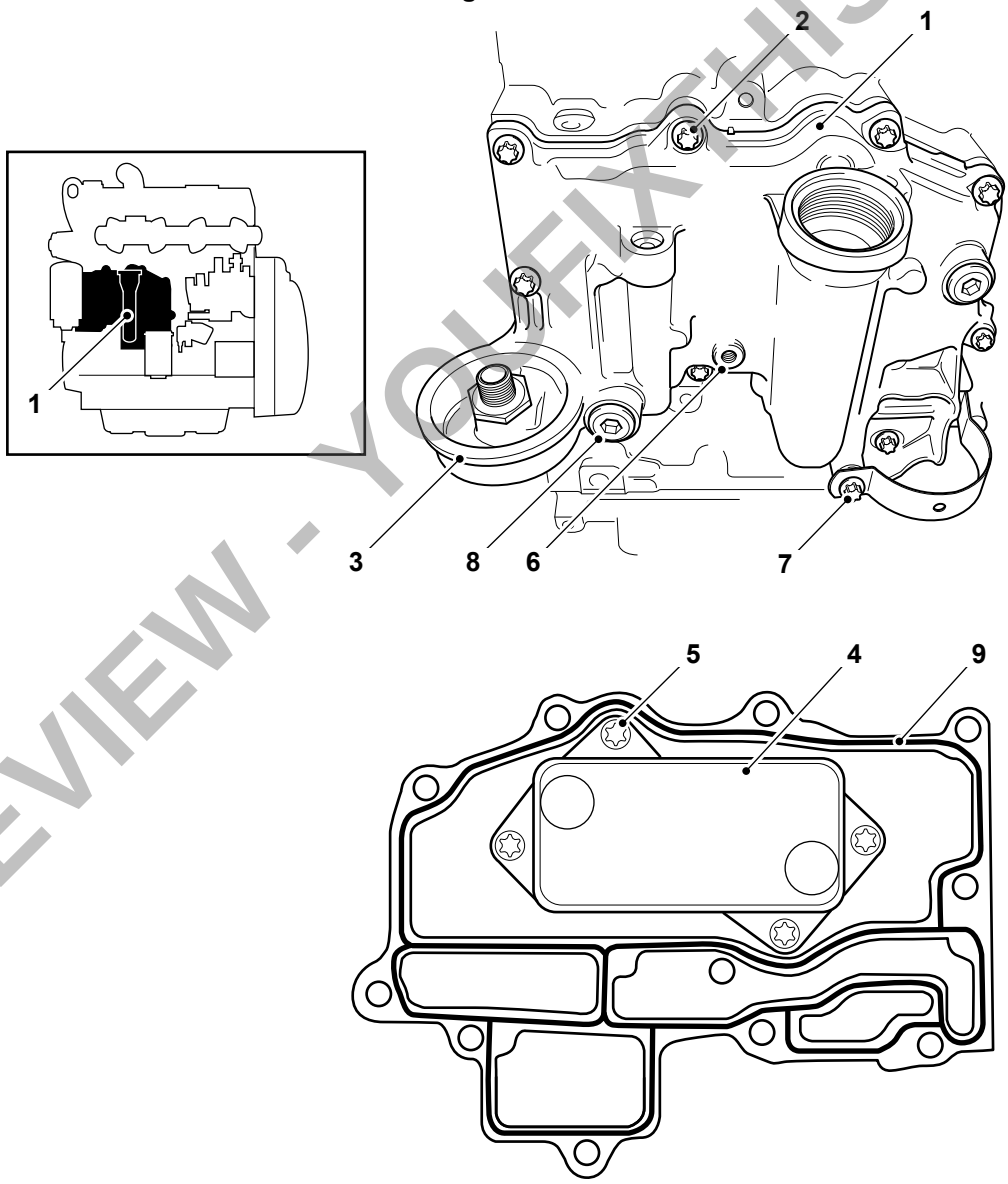
Item	Description	Nm
B	Bolts	24

(For: JCB Tier 2/3 Mech Engine 4 Cyl)

Before Removal

1. Make sure that the engine is safe to work on. If the engine has been running, let it cool before you start the service work.
2. Drain the coolant, refer to (PIL 21-00).
3. Remove the oil filter.
   Refer to: PIL 15-21-00.
4. Remove the fuel filter, refer to (PIL 18-09).

Figure 266.



1 Oil cooler housing
2 Oil cooler housing fixing bolts (x11)
3 Oil filter head
4 Oil cooler matrix
5 Oil cooler matrix fixing bolts (x4)
6 Oil pressure switch port

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21 - Engine Oil Pressure

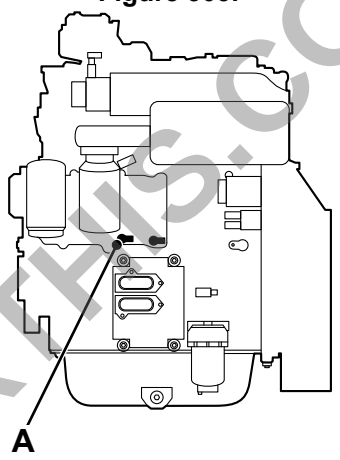
Introduction 15-318
Technical Data 15-
Operation 15-319
Check (Operation) 15-319
Remove and Install 15-320

Introduction

(For: JCB Tier 4i /T4F <55kW Engine 4 Cyl)

The oil pressure switch is mounted in a port on the oil cooler housing.

Figure 303.



A Engine oil pressure switch

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Discharge and Pressurise

(For: JCB Tier 4i /T4F <55kW Engine 4 Cyl)

⚠ **Notice:** Running the engine with air in the system could damage the fuel injection pump. After maintenance, the system must be bled to remove any air.

Obey all fuel system health and safety information. Refer to (PIL 18-00).

The entry of air into the fuel system can cause problems such as difficult engine starting and unstable engine running. Air can enter the system if the following occurs:

- A fuel system component has been disconnected. For example, a fuel filter renewal.
- A leak in the low pressure side of the fuel system during engine operation, or the low pressure pipes have been disconnected. Refer to Fuel System - General (PIL 18-00) for a more detailed description of the fuel circuit.
- The fuel tank is allowed to drain fully during normal operation.

The engine installation features an electrically operated fuel lift pump. The system is designed to bleed automatically when the lift pump is operated. Make sure that as much air is removed from the fuel as possible before you start the engine. Bleed the system as follows:

Important: DO NOT attempt to bleed the high pressure fuel system by loosening the high pressure pipe connections even when the engine is not running. To bleed the fuel system follow the correct procedure.

1. Turn on the machine ignition switch to start the fuel lift pump. DO NOT start the engine. Allow the pump to run for 30 seconds.
2. Turn off the machine ignition switch to stop the fuel lift pump. Wait 10 seconds and then turn the ignition switch to start the pump. DO NOT start the engine. Allow the pump to run for 30 seconds.
3. Repeat step 2 twice more before you start the engine.
4. Start the engine and make sure it runs smoothly.

Clean

For: JCB Tier 4i /T4F <55kW Engine 4 Cyl ..... Page 18-15
For: JCB Tier 2/3 Mech Engine 4 Cyl ..... Page 18-17

(For: JCB Tier 4i /T4F <55kW Engine 4 Cyl)

Cleanliness Requirements

Important: Additional cleaning must be carried out prior to working on the high pressure fuel system. It is extremely important the high pressure fuel components and the adjacent parts of the engine are meticulously cleaned before any components are removed. Refer to: Effects of Contamination.

Before starting work on the high pressure fuel system, make sure that the working environment is suitable. Refer to: Maintenance Environment, Common Rail Fuel Injection.

1. Obey all fuel system health and safety information.

   Refer to: PIL 18-00-00.

2. Clean the machine, prior to completing any maintenance work.
3. Clean the engine.

   Refer to: PIL 15-00-00.

4. Remove the hoses, electrical harnesses and ancillaries to improve access and expose any remaining trapped dirt close to the relevant high pressure components.
5. Wash away any remaining dirt or debris and then dry the area using a compressed air jet. When the area is dry use a soft clean brush to remove sand or grit particles that remain.

Effects of Contamination

Whist the requirement for a good level of cleanliness is well known and common practice, the introduction of high pressure common rail fuel injection necessitates working to new levels of cleanliness.

Once inside the system, fuel circuit contaminants greatly affect the performance and life of the fuel injection equipment. For example, contaminants in the fuel pump will develop internal wear to cause internal leakage and hence lower discharges. Use of poor quality fuels and poor maintenance could also lead to contaminants entering the fuel injectors. There is a possibility of catastrophic equipment failure if debris should prevent the injectors from fully

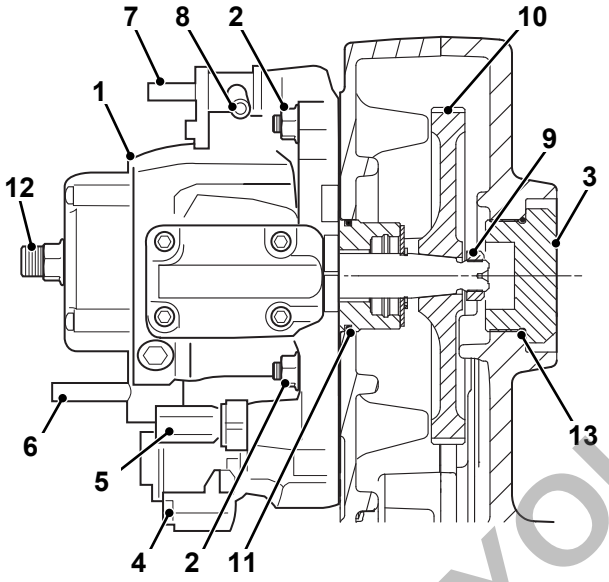
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Component Identification

For: JCB Tier 4i /T4F <55kW Engine 4 Cyl ..... Page 18-75
For: JCB Tier 2/3 Mech Engine 4 Cyl ..... Page 18-75

(For: JCB Tier 4i /T4F <55kW Engine 4 Cyl)

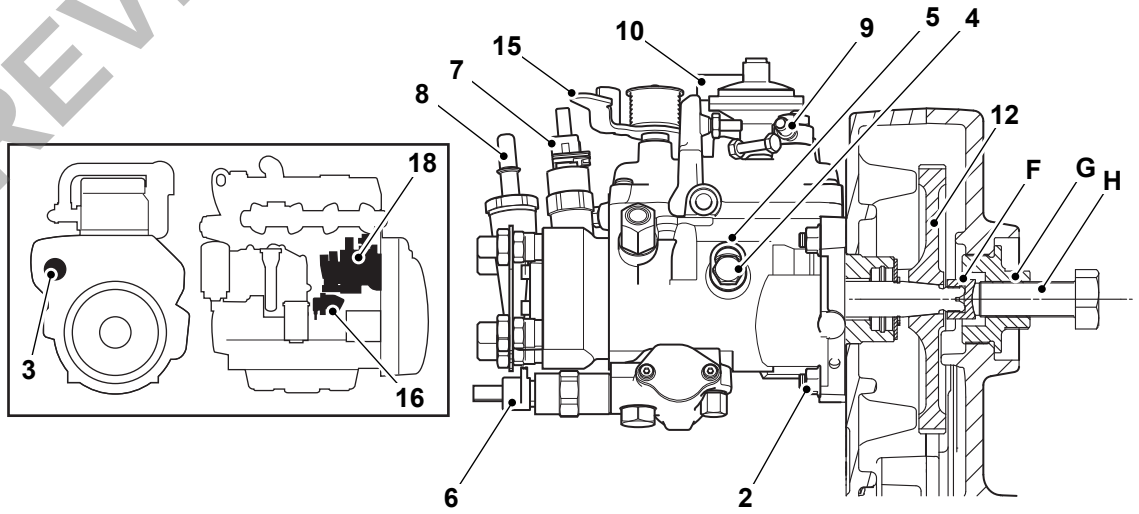
Figure 361.



1 Fuel injection pump
2 Pump fixing nuts (x3)
3 Injection pump gear cover
4 Inlet metering valve electrical connector
5 Fuel temperature sensor electrical connector
6 Fuel pipe connector (inlet)
7 Fuel bleed-off connector
8 Fuel bleed-off connector, injector bleed off
9 Drive shaft nut
10 Drive gear
11 Injection pump O-ring oil seal
12 High pressure fuel outlet port
13 Gear cover O-ring oil seal

(For: JCB Tier 2/3 Mech Engine 4 Cyl)

Figure 362. DP 210/310

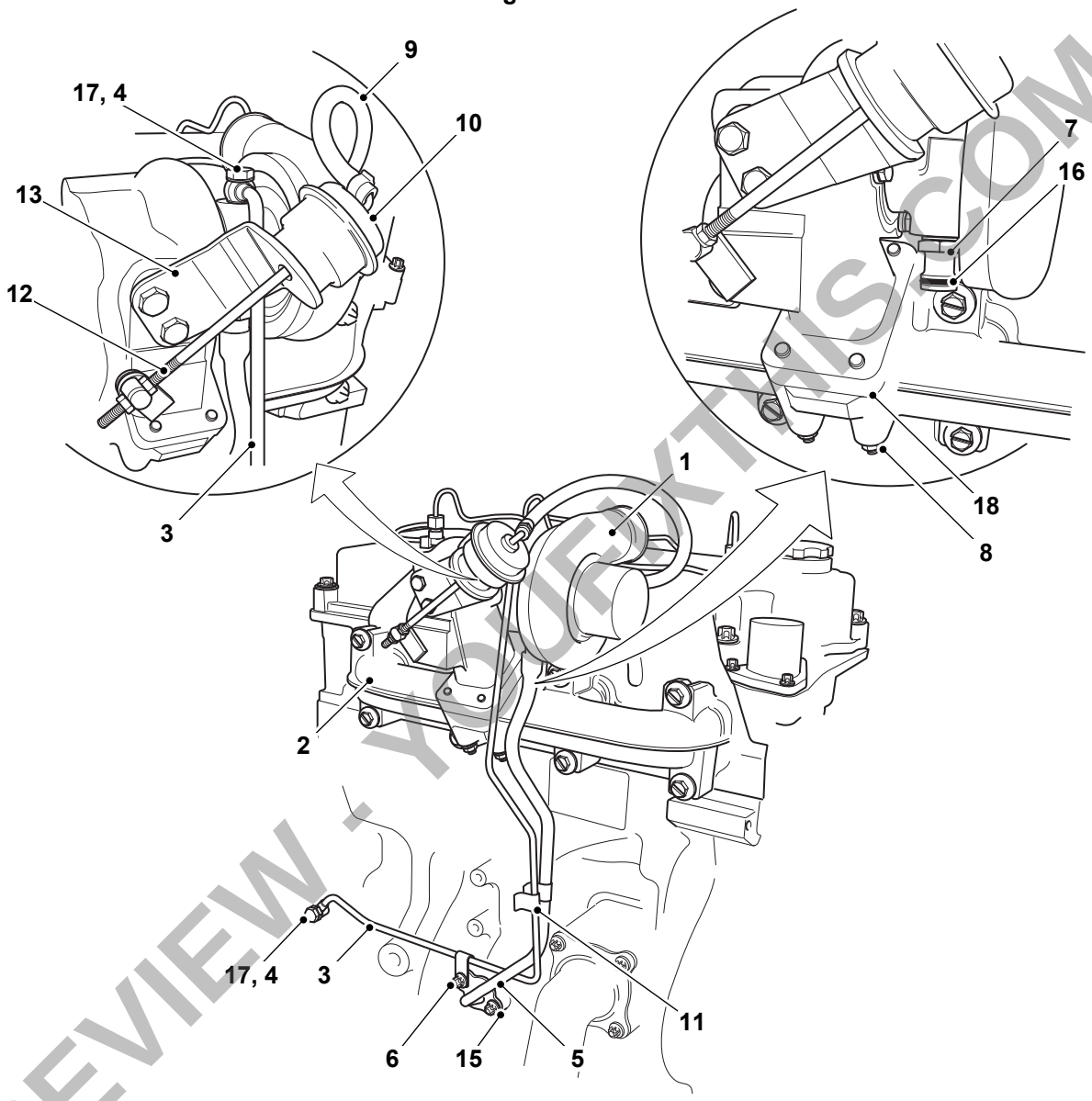


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(For: JCB Tier 2/3 Mech Engine 4 Cyl)

Figure 414.



1 Turbocharger
2 Exhaust manifold
3 Oil feed pipe (turbo bearing)
4 Banjo bolts (x2)
5 Oil drain pipe (turbo bearing)
6 Fixing bolts (x2)
7 Pipe adaptor (oil drain connection)
8 Retaining nuts (x4)
9 Boost air hose - wastegate
10 Actuator - wastegate
11 Pipe clip
12 Operating rod - wastegate
13 Mounting bracket - wastegate
14 Gasket - exhaust manifold
15 Gasket - oil drain pipe
16 O-ring - oil drain pipe connector
17 Sealing washers (x4) - oil feed pipe banjo
18 Gasket - turbocharger

Before Removal

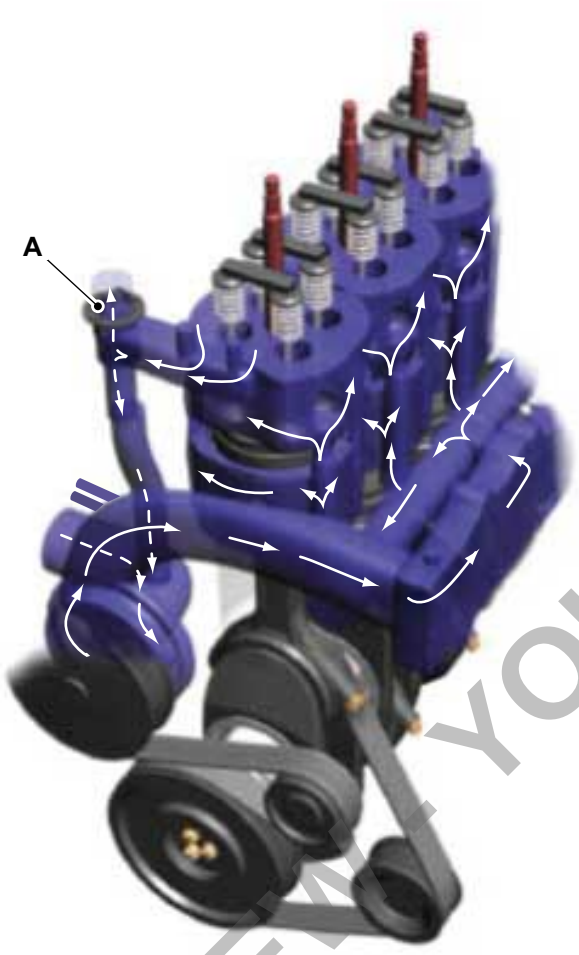
1. This procedure requires service parts. Make sure you have obtained the correct parts before you start, refer to Parts Catalogue.
2. Make sure that the engine is safe to work on. If the engine has been running, make sure the engine has cooled sufficiently before you start.
3. Get access to the engine.

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Component Identification

(For: JCB Tier 4i /T4F <55kW Engine 4 Cyl)

Figure 445.



A Thermostat

Operation

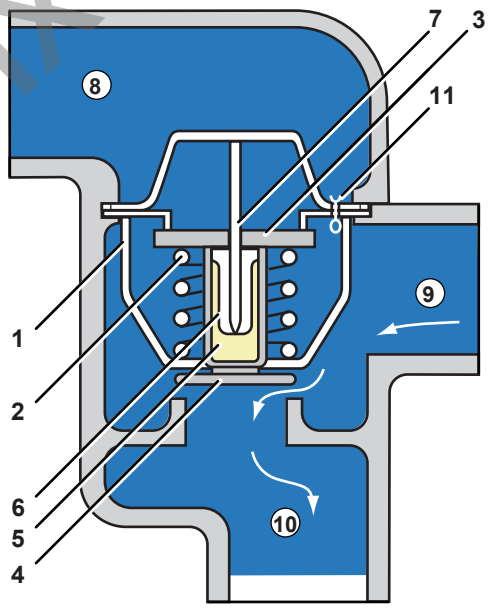
(For: JCB Tier 4i /T4F <55kW Engine 4 Cyl)

The thermostat is a wax element type and is configured for by-pass blanking. The thermostat functions as follows:

State A - Closed (Engine Cold)

When the engine is cold the wax pellet has contracted into its housing. This allows the spring to act against the thermostat body and move the valve plate up against its seat, closing the outlet port to the radiator. Since the bottom valve plate is connected to the top valve plate it also moves up, opening the bypass port. The coolant flows from the thermostat housing inlet port into the bypass gallery.

Figure 446.



1 Thermostat
2 Spring
3 Top valve plate
4 Bottom valve plate
5 Wax pellet
6 Diaphragm
7 Actuating rod
8 Outlet port to the radiator top hose
9 Inlet port thermostat housing
10 Outlet port bypass gallery
11 1mm diameter orifice

State B - Open (Engine Hot)

When the engine is hot, the wax pellet melts, as it does so it expands and pushes against the diaphragm. The diaphragm reacts against the actuating rod and both the top and bottom

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Technical Data

Table 175.

Size (in) width x diameter	Ply	Make	Name	Pressure
12 x 16.5	10	Solideal	SKS Extra	4.1bar (59psi)
14 x 17.5	12	Solideal	SKS Extra	4.1bar (59psi)
12 x 16.5	10	Hauler	Lifemaster	4.1bar (59psi)
8 x16	10	Solideal	Resilient	4.1bar (59psi)
15.5 x 16.5	14	Hauler	SKS Hauler	4.9bar (71psi)
33 x 6 x 11		Brawler	S Flex	
33 x 6 x11		Brawler	S Flex	

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24 - Bottom Roller

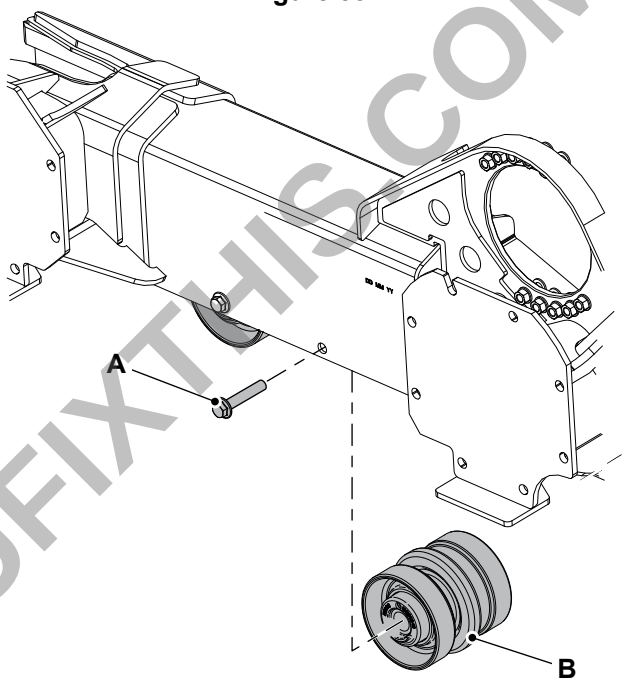
Remove and Install 27-101
Disassemble and Assemble 27-102

Remove and Install

Remove

These components can be removed without removing the track frame from the machine.

Figure 532.



A Roller

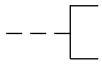
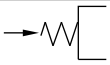
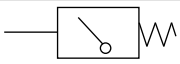
1. Make the machine safe. refer to (PIL 01-03).
2. Remove the track. (refer to (PIL 27-36).
3. Remove the bolts that secure the roller.
4. Remove the roller assembly.

Install

1. Installation is a reversal of the removal procedure.

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Symbol	Description
	Electric motor operated
	Internal pressure pilot operated
	External pressure pilot operated
	Pressure operated spring release
	Pilot operated by solenoid pilot valve
	Pilot operated by a solenoid or separate pilot valve
	Pressure gauge
	Pressure switch

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Notes:

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00 - General

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Health and Safety 33-4
Technical Data 33-4

Introduction

It is important that the electrical system on the machine is in a sound state of repair.

Make sure that all the health and safety warnings in this section are followed. The machine must be safe with the battery isolated before you attempt to disconnect any electrical connections or work in the engine compartment.

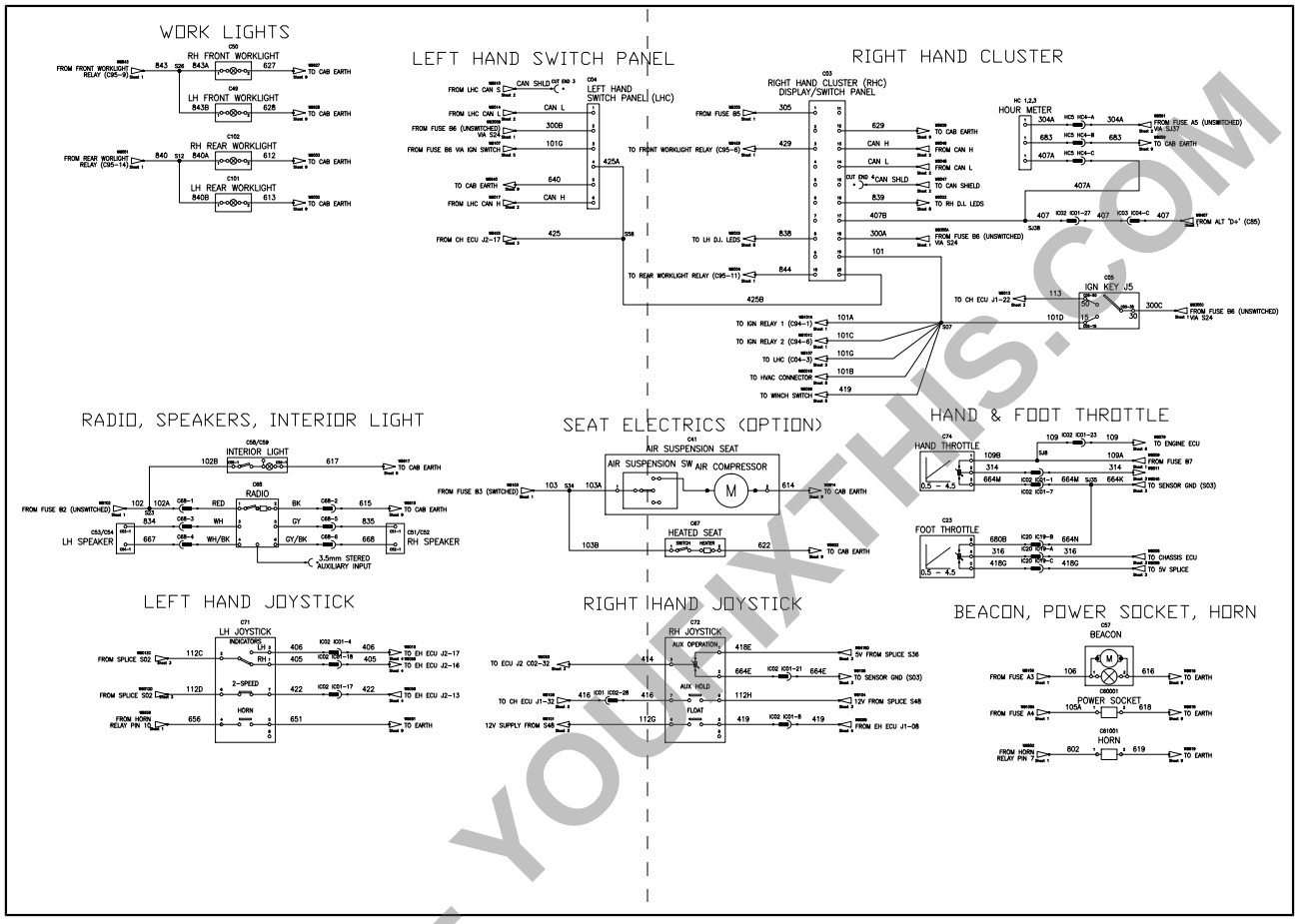
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Figure 690. Cab Electrics - 332/X9197-6 (Sheet 5 of 11)

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Figure 725. (Part 1 of 2)

C01
CHASSIS ECU J1

Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination
1	671	18AWG	C21−1	10				19				28	418	18AWG	S36−5
2	306A	18AWG	S01−1	11	112K	18AWG	S02−1	20	421A	18AWG	SJ28−3	29			
3	306B	18AWG	S01−2	12				21	430B	18AWG	SJ27−1	30			
4	306C	18AWG	S01−4	13	827	18AWG	C16−1	22	113	18AWG	IC01−14	31			
5	306D	18AWG	S01−6	14	664	18AWG	S03−2	23	CAN SHLD		CANSS1−3	32	416	18AWG	IC01−28
6	306E	18AWG	S01−3	15	634B	18AWG	S35−5	24	826	18AWG	C27−1	33	CAN L	0.8	CANLS1−3
7				16	634C	18AWG	S35−4	25	825	18AWG	C26−1	34	CAN H	0.8	CANHS1−3
8				17	634D	18AWG	S35−3	26				35	642	18AWG	S37−1
9	431B	18AWG	SJ26−3	18	426	18AWG	C46−4	27	428	18AWG	S04−1	~			

35 WAY AMPSEAL FEM HSG BLACK : 1 : 332/F8042
Cavity Seal AMPSEAL : 9 : 332/U1483

C02
CHASSIS ECU J2

Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination
1	666	18AWG	C16−2	10				19	427	18AWG	IC03−W	28			
2				11	832	18AWG	C25−1	20				29	420B	18AWG	SJ29−1
3	504H	18AWG	IC500−6	12				21	417B	18AWG	C14−1	30	314	18AWG	IC01−1
4	422B	18AWG	ICCW03−2	13				22	634A	18AWG	S35−2	31	316	18AWG	IC19−A
5	641B	18AWG	ICCW03−3	14				23	810	18AWG	SO6−5	32	408	18AWG	C11−1
6	828	18AWG	C115−1	15				24	642C	18AWG	ICCW03−4	33			
7	845	18AWG	IC03−N	16	418D	18AWG	IC01−30	25				34	402	18AWG	C39−1
8	411	18AWG	S60−2	17	425	18AWG	IC01−19	26				35			
9				18	414	18AWG	IC01−22	27	503L	18AWG	IC500−7	~			

35 WAY AMPSEAL FEM HSG NATURAL : 1 : 332/F8043
Cavity Seal AMPSEAL : 13 : 332/U1483

C07
EH ECU J1

Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination
1	809	18AWG	C130−1	10				19				28	440	16AWG	SJ33−1
2	309A	18AWG	SJ30−2	11	112S	18AWG	S02−3	20	421B	18AWG	SJ28−1	29	436	18AWG	C107−2
3	309B	18AWG	SJ30−3	12	813A	18AWG	SJ17−2	21	430A	18AWG	SJ27−2	30	438	18AWG	C108−4
4	309C	18AWG	SJ30−4	13	808	18AWG	C130−7	22				31			
5	309D	18AWG	SJ30−5	14	685B	18AWG	SJ36−3	23				32			
6	309E	18AWG	SJ30−6	15	605A	18AWG	SJ34−1	24	803	18AWG	C62−1	33	CAN L	0.8	CANSL7−3
7	423	18AWG	C130−5	16	605B	18AWG	SJ34−2	25	846	18AWG	IC03−V	34	CAN H	0.8	CANSH7−2
8	419	18AWG	IC01−8	17	605C	18AWG	SJ34−3	26	812	18AWG	C22−1	35	829	18AWG	IC03−S
9	431A	18AWG	SJ26−1	18				27	836	18AWG	C130−6	~			

35 WAY AMPSEAL FEM HSG BLACK : 1 : 332/F8042
Cavity Seal AMPSEAL : 7 : 332/U1483

C08
EH ECU J2

Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination
1	819A	18AWG	IC03−U	10	822	18AWG	C31−2	19				28			
2				11	815	18AWG	C32−1	20				29	420A	18AWG	SJ29−3
3				12	801A	18AWG	IC27−1	21	437	18AWG	C108−2	30			
4	821	18AWG	IC03−P	13	422	18AWG	IC01−17	22				31			
5	820	18AWG	IC03−R	14	976	18AWG	CAN3LS1−3	23	424	18AWG	SJW03−3	32			
6	818	18AWG	IC03−T	15	977	18AWG	CAN3HS1−3	24	816A	18AWG	SJ25−3	33	435	18AWG	C107−4
7	823	18AWG	C31−1	16	405	18AWG	IC01−18	25				34			
8	817	18AWG	C75−1	17	406	18AWG	IC01−4	26				35			
9	814	18AWG	C76−2	18				27				~			

35 WAY AMPSEAL FEM HSG NATURAL : 1 : 332/F8043
Cavity Seal AMPSEAL : 15 : 332/U1483

IC01
CAB CONNECTOR A

Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination
1	314	18AWG	C02−30	9	CAN H	0.8	CANHS1−2	17	422	18AWG	C08−13	25	7210/0030		
2	431	18AWG	SJ26−2	10	CAN L	0.8	CANLS1−2	18	405	18AWG	C08−16	26	838	18AWG	S09−1
3	430	18AWG	SJ27−3	11	CAN SHLD		CANSS1−2	19	425	18AWG	C02−17	27	407	18AWG	IC03−C
4	406	18AWG	C08−17	12	420	18AWG	SJ29−2	20	7210/0030			28	416	18AWG	C01−32
5	7210/0030			13	421	18AWG	SJ28−2	21	664E	18AWG	SO3−6	29	112N	18AWG	SO2−2
6	7210/0030			14	113	18AWG	C01−22	22	414	18AWG	C02−18	30	418D	18AWG	C02−16
7	664M	18AWG	SJ35−3	15	418E	18AWG	S36−2	23	109	18AWG	IC03−A	31	409	18AWG	SJW03−2
8	419	18AWG	C07−8	16	7210/0030			24	839	18AWG	C37−3	~			

31 Way HDP Free Socket Housing (Plug) : 1 : 7219/0034

IC03
ENGINE CONNECTOR

Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination	Cav ID	Tag	Size	Destination
A	109	18AWG	IC01−23	H	E400	18AWG	C90−5	R	820	18AWG	C08−5
B	E115	12AWG	S13−5	J	CAN H	0.8	CANSH8−3	S	829	18AWG	C07−35
C	407	18AWG	IC01−27	K	CAN L	0.8	CANSL8−3	T	818	18AWG	C08−6
D	E600	12AWG	S59−3	L	E408	18AWG	C87−5	U	819A	18AWG	C08−1
E	842	12AWG	C56−4	M	E401	18AWG	C17−B	V	846	18AWG	C07−25
F	664F	18AWG	S03−7	N	845	18AWG	C02−7	W	427	18AWG	C02−19
G	411A	12AWG	S60−3	P	821	18AWG	C08−4	X	418F	18AWG	S36−6

21 Way HDP Free Socket Housing (Plug) : 1 : 7220/0045

C11
FUEL SENDER

Cav ID	Tag	Size	Destination
1	408	18AWG	C02−32
2	664H	18AWG	S03−3

2 WAY DT06 SKT HSG BLACK ENDCAP N−SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031

C14
HYD OIL TEMP SENDER

Cav ID	Tag	Size	Destination
1	417B	18AWG	C02−21
2	664J	18AWG	S03−4

2 WAY BDK BLACK CODE 1 FEM HSG : 1 : 7212/0093

C16
COOLING FAN

Cav ID	Tag	Size	Destination
1	827	18AWG	C01−13
2	666	18AWG	C02−1

2 WAY DT06 SKT HSG BLACK ENDCAP N−SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031
2 Way Straight DT Adaptor : 1 : 7243/0137

C17
WIF SENSOR

Cav ID	Tag	Size	Destination
A	E112	18AWG	S13−1
B	E401	18AWG	IC03−M
C	662	18AWG	S59−4

3 WAY DT06 SOC HSG N−SEAL END CAP : 1 : 7213/0060
3 Way DT06 Wedge : 1 : 7213/0016

C21
REVERSING FAN SOLENOID

Cav ID	Tag	Size	Destination
1	671	18AWG	C01−1
2	641	18AWG	S45−7

2 WAY DT06 SKT HSG BLACK ENDCAP N−SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031
DEUTSCH DT 2 WAY DUST CAP : 1 : 1011−344−0205

C22
CROWD SOLENOID

Cav ID	Tag	Size	Destination
1	812	18AWG	C07−26
2	813	18AWG	SJ17−3

2 WAY DT06 SKT HSG BLACK ENDCAP N−SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031

C25
IMPLEMENT PILOT SOLENOID

Cav ID	Tag	Size	Destination
1	832	18AWG	C02−11
2	649	18AWG	S44−9

2 WAY DT06 SKT HSG BLACK ENDCAP N−SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031

C26
AUX A SOLENOID

Cav ID	Tag	Size	Destination
1	825	18AWG	C01−25
2	642A	18AWG	S37−3

2 WAY DT06 SKT HSG BLACK ENDCAP N−SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031

C27
AUX B SOLENOID

Cav ID	Tag	Size	Destination
1	826	18AWG	C01−24
2	642B	18AWG	S37−2

2 WAY DT06 SKT HSG BLACK ENDCAP N−SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031

C31
QUICK HITCH

Cav ID	Tag	Size	Destination
1	823	18AWG	C08−7
2	822	18AWG	C08−10

2 WAY DT06 SKT HSG BLACK ENDCAP N−SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031
DEUTSCH DT 2 WAY DUST CAP : 1 : 1011−344−0205

C32
DUMP SOLENOID

Cav ID	Tag	Size	Destination
1	815	18AWG	C08−11
2	813B	18AWG	SJ17−1

2 WAY DT06 SKT HSG BLACK ENDCAP N−SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031

C36
LH REAR LIG

Cav ID	Tag	Size
1	428A	18AWG
2	810A	18AWG
3	838B	18AWG
4	643	18AWG

4 WAY DT06 SOC HSG N−SEAL EN
4 Way DT06 Wedge : 1
DEUTSCH DT 2 WAY DUST CAP :

C37
RH LIGHTI

Cav ID	Tag	Size
1	428B	18AWG
2	810C	18AWG
3	839	18AWG
4	644	18AWG

4 WAY DT06 SOC HSG N−SEAL EN
4 Way DT06 Wedge : 1
DEUTSCH DT 4 WAY DUST CAP :

C39
AIR FILTER S

Cav ID	Tag	Size
1	402	18AWG
2	684	18AWG

2 Way Junior Power Timer Hous

C40
FUEL PUM

Cav ID	Tag	Size
1	E801	16AWG
2	661	16AWG

2 WAY DT06 SKT HSG BLACK ENDCAP
2 Way DT06 Wedge : 1

C45
LEFT FRONT L

Cav ID	Tag	Size
A	838A	18AWG
B	810B	18AWG
C	670	16AWG

3 WAY DT06 SOC HSG N−SEAL EN
3 Way DT06 Wedge : 1
DEUTSCH DT 3 WAY DUST CAP :

C46
PARKBRAKE TRAI

Cav ID	Tag	Size
1	664B	18AWG
2	418B	18AWG
3	7210/	
4	426	18AWG

4 WAY DT06 SOC HSG N−SEAL EN
4 Way DT06 Wedge : 1

C56
STARTER RE

Cav ID	Tag	Size
1	302	12AWG
2	658	18AWG
4	842	12AWG
5	411B	18AWG

4 WAY SEALED RELAY CONNECT

C62
2 SPEED SOL

Cav ID	Tag	Size
1	803	18AWG
2	647	18AWG

2 WAY DT06 SKT HSG BLACK ENDCAP
2 Way DT06 Wedge : 1
DEUTSCH DT 2 WAY DUST CAP :

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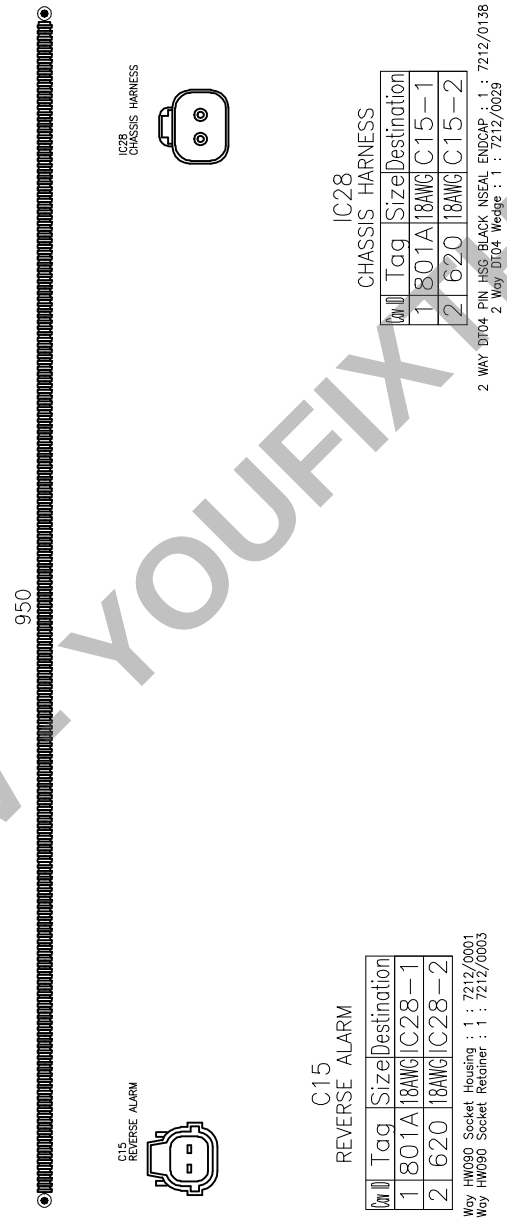
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69 - Reverse Warning Alarm

Diagram

Figure 748. 721/X1815 issue 1 - sheet 1



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Remove and Install

Remove

1. Make the machine safe with the lift arm lowered to the ground. Refer to (PIL 01-03).
2. Unlock the rear cover (if a lock is installed).
3. Open the rear cover and insert the lynch pin to keep the cover open.
4. Disconnect the electrical connection to the washer/wipe pump.
5. Disconnect the washer/wipe tank hose.
6. Drain the tank, refer to Washer/Wipe tank-Drain and Fill (PIL 33-54)
7. Support the tank, remove the bolts.
8. Remove the washer/wipe tank from the rear cover.

Install

1. Replacement is a reversal of the removal procedure.
2. Fill the tank with a recommended washer fluid, refer to Washer/Wipe tank - Drain and Fill (PIL 33-54)

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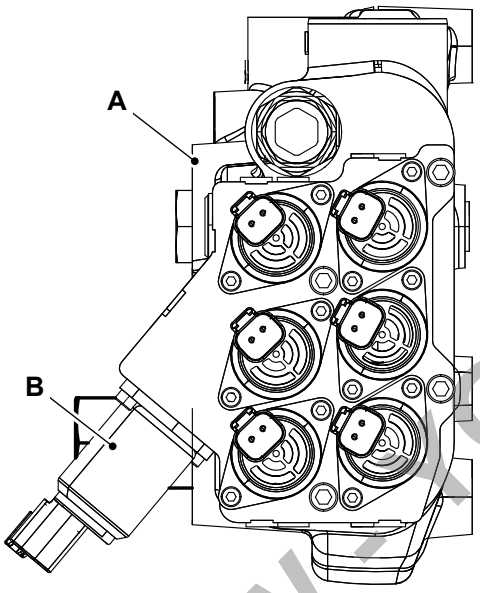
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Remove and Install

Remove

1. Make the machine safe with the lift arm lowered. Refer to (PIL 01-03).
2. Disconnect the battery. Refer to (PIL 33-03).
3. Raise the operator station. Refer to (PIL 09-00).
4. Disconnect the electrical connection.
5. Remove the implement pilot solenoid.

Figure 887.



A Lift arm valve block
B Implement pilot solenoid

Install

1. The installation procedure is the opposite of the removal procedure.

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14 - Solvents and Primers

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