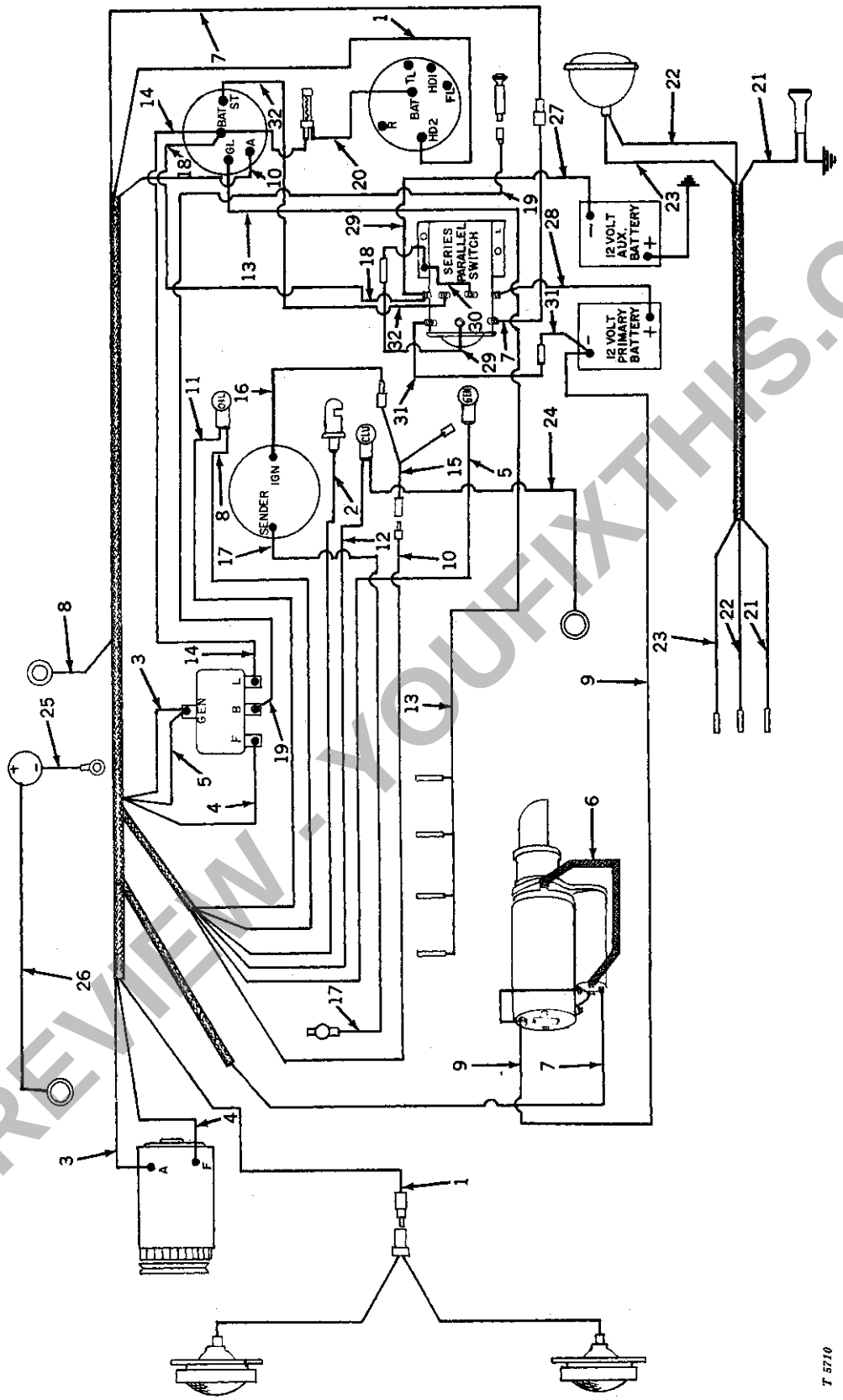
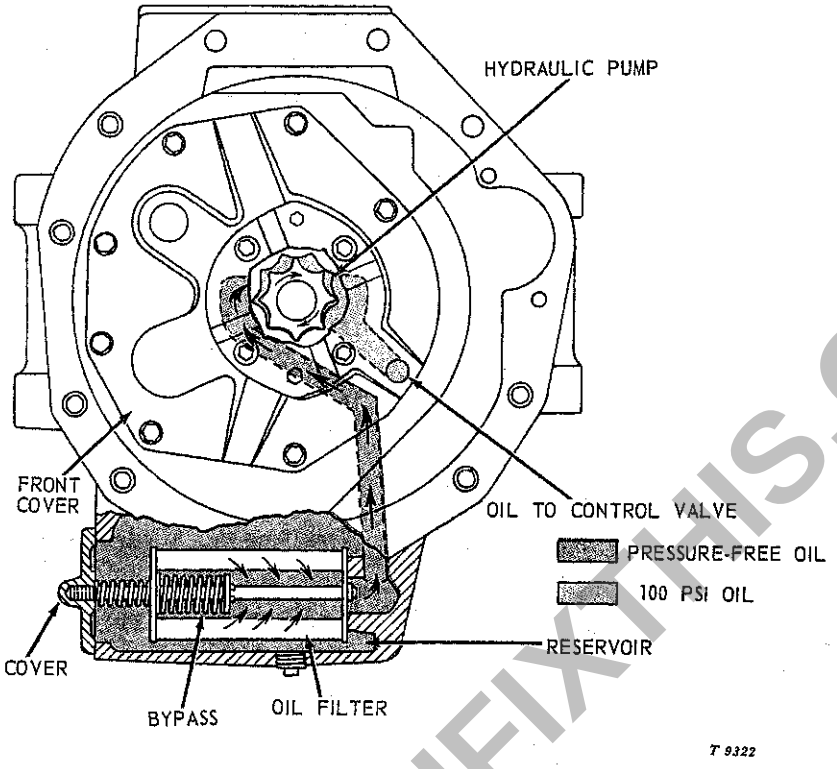


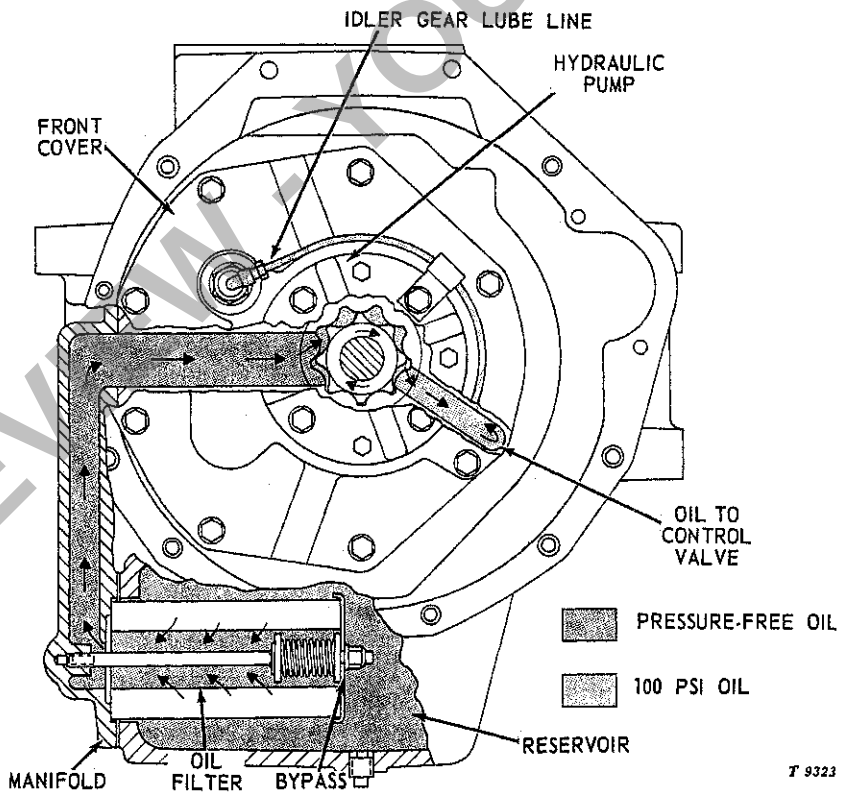
Fig. 100-35-2—Schematic Diagram of 24-Volt Wiring System for 1010 Diesel Tractors (-16648)

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TRACTORS (42101-Up)



TRACTORS (-42100)

Fig. 130-5-2–Reverser Hydraulic Oil Supply System

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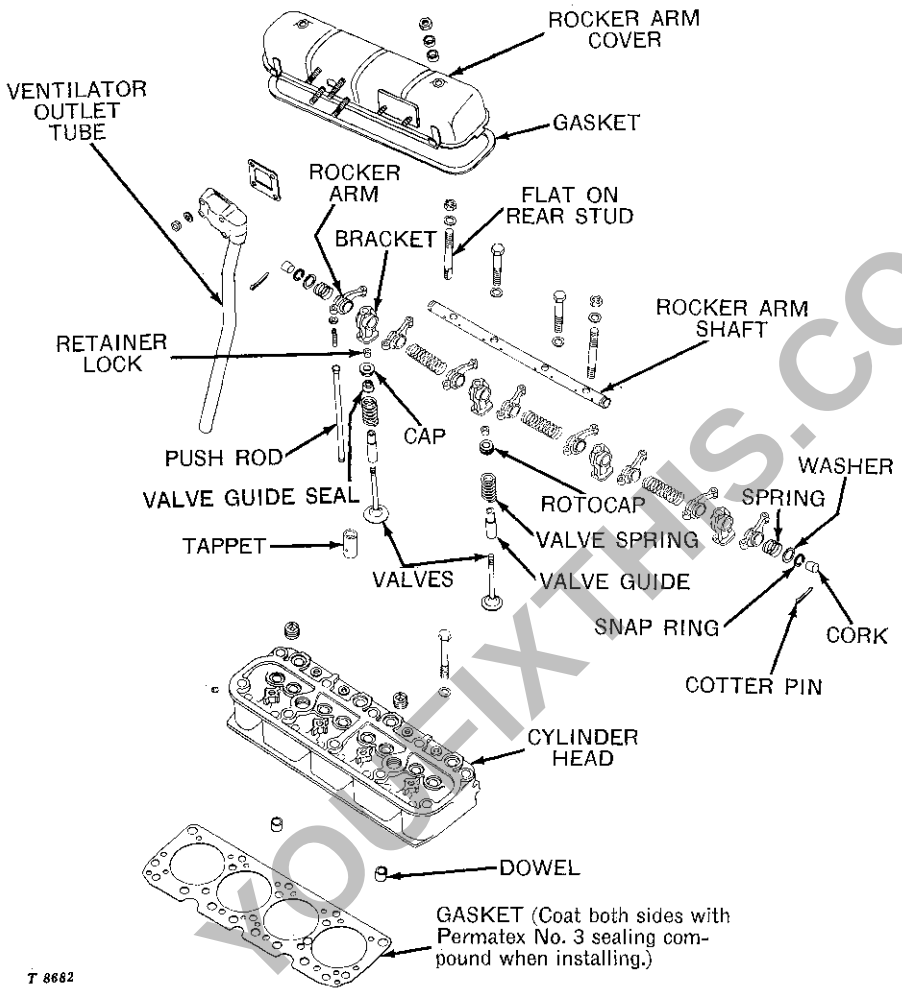


Fig. 50-15-13—Exploded View of Cylinder Head

Thoroughly clean holes in rocker arm mounting brackets. This is especially important for rear bracket, because it is through this hole that oil is fed to rocker arm shaft.

Check condition of oil deflectors (or valve guide seals) which fit over intake valve guides.

Replace parts as necessary.

NOTE: If a failed valve has been replaced, also replace the rocker arm assembly for that valve. Often the rocker arm is bent or otherwise damaged when the valve fails, even though this may not be noticeable.

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Group 10
ENGINE TUNE-UP

Fundamentally, a badly worn engine cannot be tuned up; therefore, certain inspections and tests must be made to determine whether a major overhaul is necessary or whether a tune-up will bring the engine to peak efficiency of operation.

Three important conditions are necessary for efficient and economical engine performance: sufficient compression, proper timing, and correct fuel-air mixture or injection delivered to each combustion chamber.

COMPRESSION TEST

If engine parts are excessively worn, sufficient compression can only be obtained by a major overhaul.

To make the compression test, proceed as follows:

1. Start the engine and allow it to warm up to normal operation temperature.
2. Check oil pressure at starting and later at operating speed of 1900 rpm.
3. When engine reaches its normal operating temperature, shut off engine.
4. On gasoline tractors, advance hand throttle to its maximum open or forward position. On diesel tractors, pull out fuel shut-off knob (-31000) or pull hand throttle past offset into the "no fuel" position (31001-up).
5. Remove spark plugs or injector nozzles.
6. Hold compression gauge firmly in place in No. 1 (front) cylinder spark plug or nozzle hole, and crank engine for several seconds with starter.

NOTE: Make sure battery is fully charged in order to develop full cranking speed for this test.

7. Note pressure gauge reading.

The minimum compression reading of an engine (with rings seated) should be as follows: Gasoline- 125 psi at 200 rpm cranking speed; Diesel- 300 to 350 psi at 150 rpm cranking speed or 350 to 400 psi at 250 rpm cranking speed. Repeat this test on No. 3 cylinder; then No. 4 cylinder; then on No. 2 cylinder.

In general an engine with excessively low compression must be reconditioned before a tune-up can be effective.

By cranking the engine, much can be learned of its condition. The engine will rotate with practically no resistance if compression pressure is low in all cylinders. With pressure low in one cylinder, resistance can be felt when a good piston is coming upward on compression stroke. If the intake or exhaust valves are leaking, this can be heard while cranking.

If the pressure was found to be good in all cylinders, tune up the engine by the following procedure:

IGNITION AND ELECTRICAL SYSTEMS

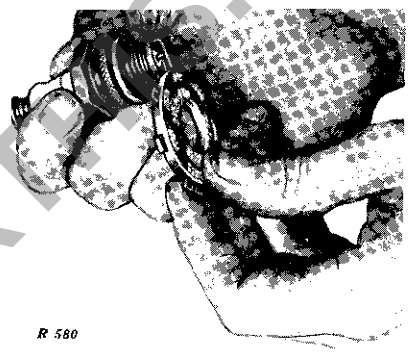


Fig. 40-10-1—Checking Spark Plug Point Gap

SPARK PLUGS

On gasoline engines, check, clean, and regap spark plugs according to instructions in Section 100, Group 10 of this manual. Clean up electrodes with a point file. Electrode gap of spark plugs should be .025 inch. Install spark plugs, using new gaskets, and tighten to 35 ft-lbs.

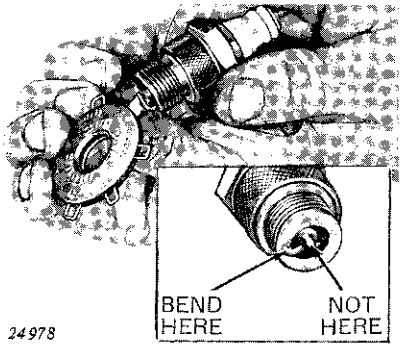


Fig. 40-10-2—Adjusting Spark Plug Point Gap

GENERATOR BELT

Adjust generator belt tension. With the generator bracket cap screw and adjusting cap screw loose, force the generator away from the engine until there is a 5/8-inch flex at 25 pounds pull on one side of the belt (Fig. 40-10-3).

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AIR CLEANER

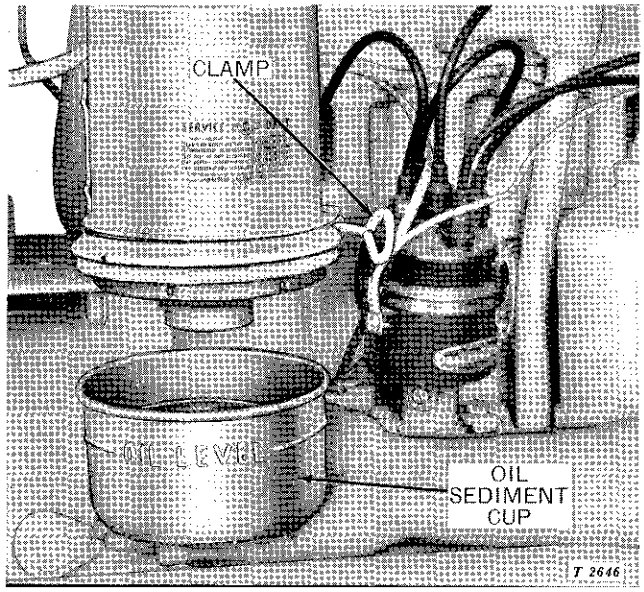


Fig. 10-10-4 -- Air Cleaner

Check air cleaner connections and make sure they are tight. Remove air cleaner cup and note level of oil. If necessary add oil of proper weight and viscosity until the level is even with the oil level mark on the cup.

GENERAL LUBRICATION CHECK-OUT

Check oil level of final drives, transmission, belt pulley, Hydraulic System, PTO attachment, direction reverser, and rockshaft housing.

Lubricate track roller assembly and all grease fittings. Lubricate generator sparingly. See Section 30 of this manual.

BATTERY

Check solution level of battery. Battery condition should be checked at least every 200 hours of operation.

STARTING THE ENGINE

GASOLINE MODEL

1. Open shut-off valve below fuel tank.

2. Place shift lever in "neutral," apply brake lock, and depress clutch pedal to decrease drag on engine (Fig. 10-10-9).

3. Advance hand throttle to the halfway open position (Fig. 10-10-9).

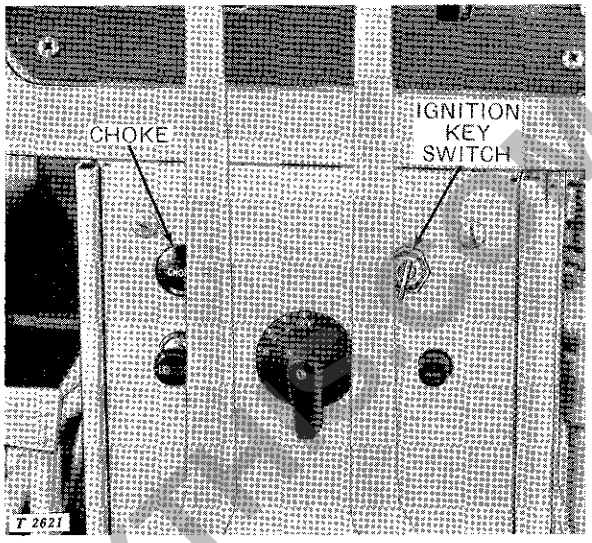


Fig. 10-10-5 -- Starting Controls (Gasoline)

4. Pull choke control outward full distance. (If tractor engine has been running previously, it may not be necessary to use choke. It is advisable to try starting engine without choking in this case.)

5. Turn ignition key switch clockwise to actuate starter. Hold in this position until engine has had time to rotate several revolutions.

NOTE: Limit time starter is used to 1/2 minute. If engine does not start within 1/2 minute, let starter rest for two minutes before trying again. This will allow battery to restore charge and give starter time to cool.

6. After engine has started, or after it has turned 4 or 5 revolutions, push choke control all the way in. This will prevent flooding of carburetor. Usually enough gasoline for starting purposes has been drawn into combustion chamber by this time.

7. Regulate engine speed by using hand throttle.

NOTE: The governor is adjusted to run engine at correct speed when tractor leaves factory -- 600 rpm slow idle and 2700 rpm fast idle.

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Group 20
TROUBLE SHOOTING AND SPECIFICATIONS

TROUBLE SHOOTING

BRAKE BAND SLIPPAGE

Possible Cause	Possible Remedy
Incorrect adjustment on brake band spring or spring washer pack.	Adjust brake band adjusting nut so that Belleville spring washer pack measures 3-3/8 inches or spring measures 3-13/16 inches from winch wall to forward surface of large washer.
Lining material not fully contacting braking surface.	Burnish lining or replace brake band assembly.
Brake fluid on lining.	Inspect "O" ring in clutch cylinder and seal in left bearing quill. Inspect "vee" block packings around oil inlet sleeve. Check brake cylinder "O" rings and connectors.
Misalignment of Belleville spring washer pack (if so equipped).	Inspect spring washer pack to be certain that milled surface for mounting is free of burrs and that cored recess in housing is large so as not to interfere with spring washers. Make sure assembly is centered in brake lever.
Binding of spring guide on spring guide stud (-1048).	Free parts.
Belleville spring washer pack rusty (1049-up).	Replace spring pack.
Malfunction of front residual check valve.	Replace valve.
Front control piston charging hole plugged.	Remove foreign material.
Obstruction in lines.	Remove foreign material or lines as necessary.
Front control piston binding in cylinder.	Replace or repair as necessary.
Mechanical binding in control linkage.	Free linkage.

CLUTCH SLIPPAGE

Clutch band wear.	Adjust clutch. Replace clutch facings as necessary.
Clutch facing wear.	Replace clutch facings.
Brake fluid in clutch facings.	Check for brake fluid or oil leaks.

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Group 15
SPECIFICATIONS

PERFORMANCE

	DIESEL	GASOLINE
Nebraska Test No.	798	801
Max. drawbar pull (lbs.) (Gasoline tractor weighing 7370 lbs. and diesel tractor weighing 7580 lbs.)	7484	7179
Max. PTO horsepower	36.31	35.93
Max. drawbar horsepower	29.31	28.12

ENGINE

Flywheel horsepower (SAE corrected)	42.0	42.0
Torque, (ft-lbs) Max. (SAE corrected) (1500 rpm)	100.0	91.5
Torque, (ft-lbs) at 2500 rpm (SAE corrected)	88.2	88.2
Number of cylinders	4	4
Bore and stroke, inches	3-5/8 x 3-1/2	3-1/2 x 3
Displacement in cubic inches	145	115
N.A.C.C. or A.M.A. horsepower rating for tax purposes	21.03	19.6
Intake valve clearance (cold)	.012 in.	.012 in.
Exhaust valve clearance (cold)	.018 in.	.018 in.
Compression ratio	19 to 1	7.9 to 1
Slow-idle (rpm)	800	600
Fast-idle (rpm)	2650	2700
Working speed range (rpm)	1500 to 2500	1500 to 2500

TRANSMISSION

Type . . .Manually selected, sliding gear with 4 forward speeds and one reverse.

TRAVEL SPEEDS, MPH (No Slip)

Gear	1500 rpm	2100 rpm	2500 rpm
1st	.85	1.18	1.41
2nd (-15257)	1.25	1.76	2.09
2nd (15258-up)	1.16	1.62	1.93
3rd (-15257)	2.39	3.34	3.98
3rd (15258-up)	1.99	2.78	3.32
4th	3.92	5.49	6.54
Rev. (-15257)	1.43	2.00	2.39
Rev. (15258-up)	1.16	1.62	1.93

DIRECTION REVERSER

Type . Hydraulic wet clutch type giving "on the go" reversing without clutching.

CAPACITIES (U.S. Standards)

Fuel tank	12 gals.
Cooling system	2-3/4 gals.
Engine crankcase (including filter)	6 qts.
Transmission case	9 qts.
Hydraulic system	4 gals.
Direction reverser case	3 gals.
Final drives, each	1-1/2 pts.
Rockshaft housing	1 pt.

DIMENSIONS

Maximum height (inches) (with vertical muffler)	
(Gasoline)	70-7/8
(Diesel)	74-5/16
Height to top of hood	53-5/16 inches
Over-all width (minimum)	61-1/8 inches
Over-all length (5 roller)	
Measured at tracks	98-1/2 inches
To back of regular seat	90-11/16 inches
To back of deluxe seat	93-9/16 inches
Clearance (at drawbar)	12-3/16 inches

SHIPPING WEIGHT (approx.)

(Gasoline)	6900 lbs.
(Diesel)	7000 lbs.

TRACK EQUIPMENT

Track frame	4 or 5 roller
Diameter of roller	7-3/16
Type of bushing	bronze
Upper support idler (5 roller)	1
Diameter of idler (5 roller)	4-7/8 inches
Type of bushing	bronze
Track shoes (types and sizes)	
Open center full grouser	12- or 14-inch
All-purpose semi-grouser	12-inch
Steel grouser	10-, 12-, or 14-inch
Snow shoes	12- or 14-inch
Rubber	10-inch
Track tread (center to center)	48 inches
Number of track shoes (each side)	
Four-roller type	32
Five-roller type	36

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GREASES

SAE multipurpose type grease is recommended for all grease fittings and hand packing points on your tractor and its optional equipment.

SAE multipurpose type grease, made from lithium soap for extreme resistance to both heat and water washing, has a broad range of uses.

Single applications of these greases provide lubrication for a relatively long period and serve the important function of helping to keep contamination out of bearings.

STORING LUBRICANTS

Use clean containers to store and handle all lubricants. The tractor can operate at top efficiency only if clean lubricants are used.

The tractor is equipped with safeguards, such as the air cleaner and oil filter, which are designed to keep dust, dirt, and other abrasives from reaching operating parts. Clean lubricants will help these safeguards do their jobs properly.

LUBRICATION AND SERVICE INTERVALS

The lubrication and service periods for the tractor are daily or every 10 hours, every 50 hours, every 200 hours, every 600 hours, every 1200 hours and every spring and fall season. These intervals are based on operation under normal conditions. When the tractor is operated under unusual conditions, such as excessive heat, cold or dust, the tractor should be checked and serviced at more frequent intervals.

The chart on the following pages is a condensed list of the tractor components to be serviced at each interval and the service to be performed.

EVERY 10 HOURS

Component	Description of Service	Capacity or Measurement	Description of Lubricant
Crankcase	Check oil level with dipstick	To "FULL" mark	Oil types: DM or DS (diesel); MS (gasoline): Above 90° F.: SAE 30 or 20W-40 32° F. to 90° F.: SAE 20W or 10W-30 -10° F. to 32° F.: SAE 10W or 10W-30 Below -10° F.: SAE 5W or 5W-20
Air Cleaner:			
Oil Bath Type	Check dirt and oil level in cup	To "LEVEL" line	Same viscosity as crankcase (above)
Dry Type	Empty dust cup. Clean element when indicated	. . . . .	. . . . .
Pre-cleaner	Clean out foreign material	. . . . .	. . . . .
Radiator	Check coolant level	Maintain midway between core and filler neck	. . . . .
Winch fairlead	Lubricate grease fitting	Two strokes of grease gun	SAE multipurpose grease
Hydraulic system	Check oil level with bayonet gauge	To "FULL" mark	SAE 10W oil (above -10° F.) SAE 5W-20 oil (below -10° F.)
Diesel Fuel Filter Sediment Bowls (42001-Up)	Drain out any water or dirt deposit	. . . . .	. . . . .

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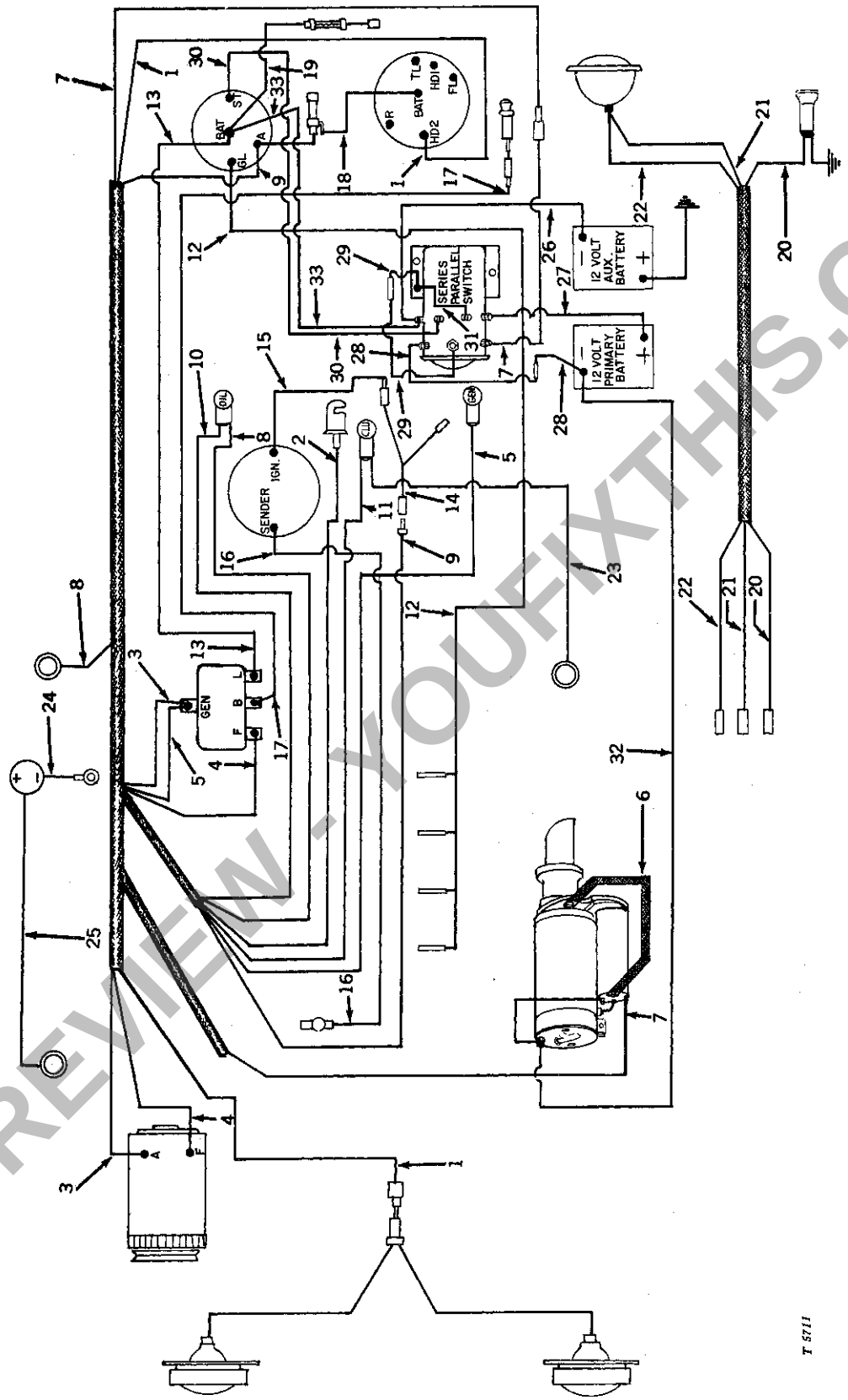


Fig. 100-35-3—Schematic Diagram of 24-Volt Wiring System for 1010 Diesel Tractors (16649-42000)

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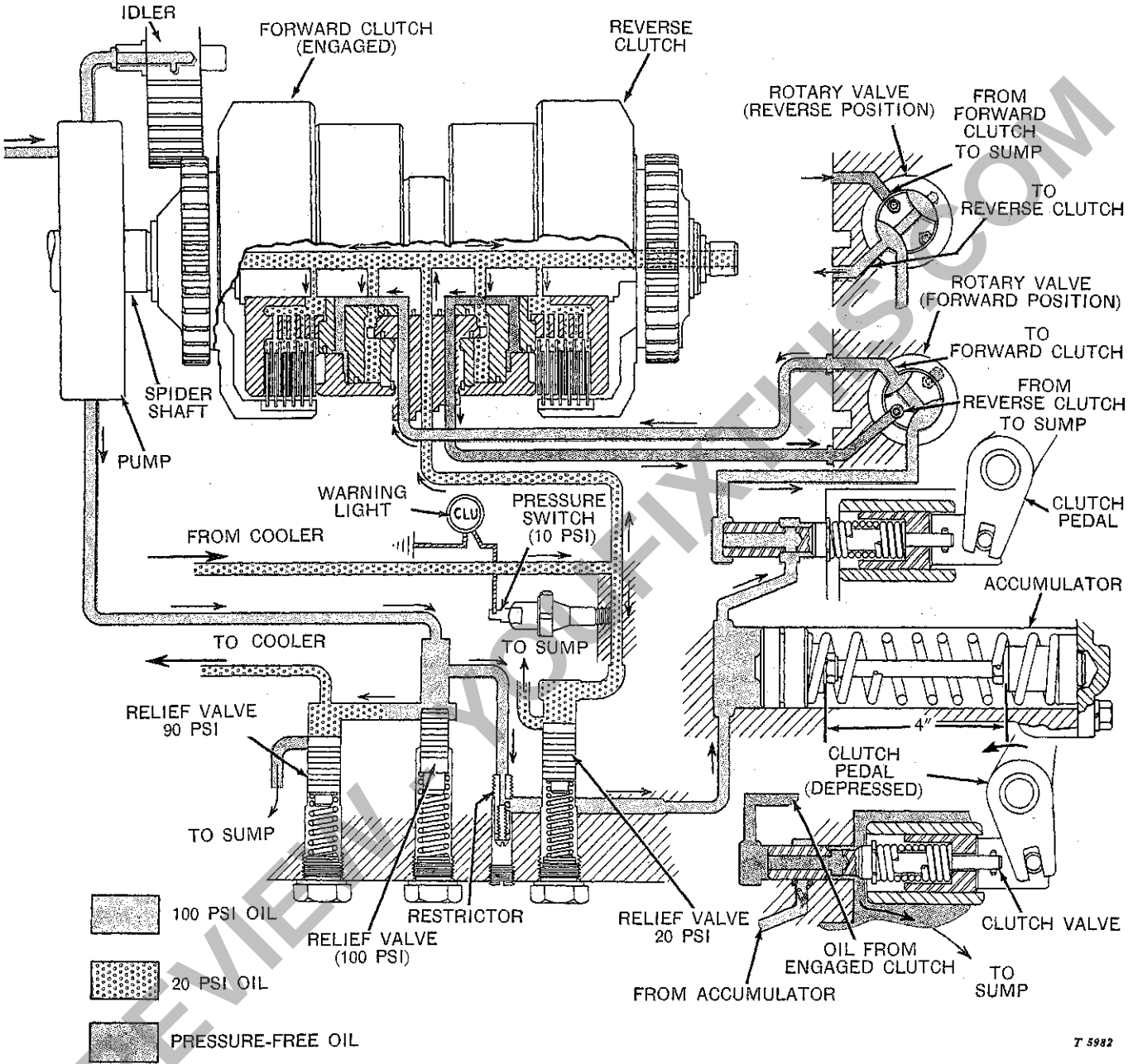


Fig. 130-5-8—Operation of Reverser Control Valve (Forward Position Shown)

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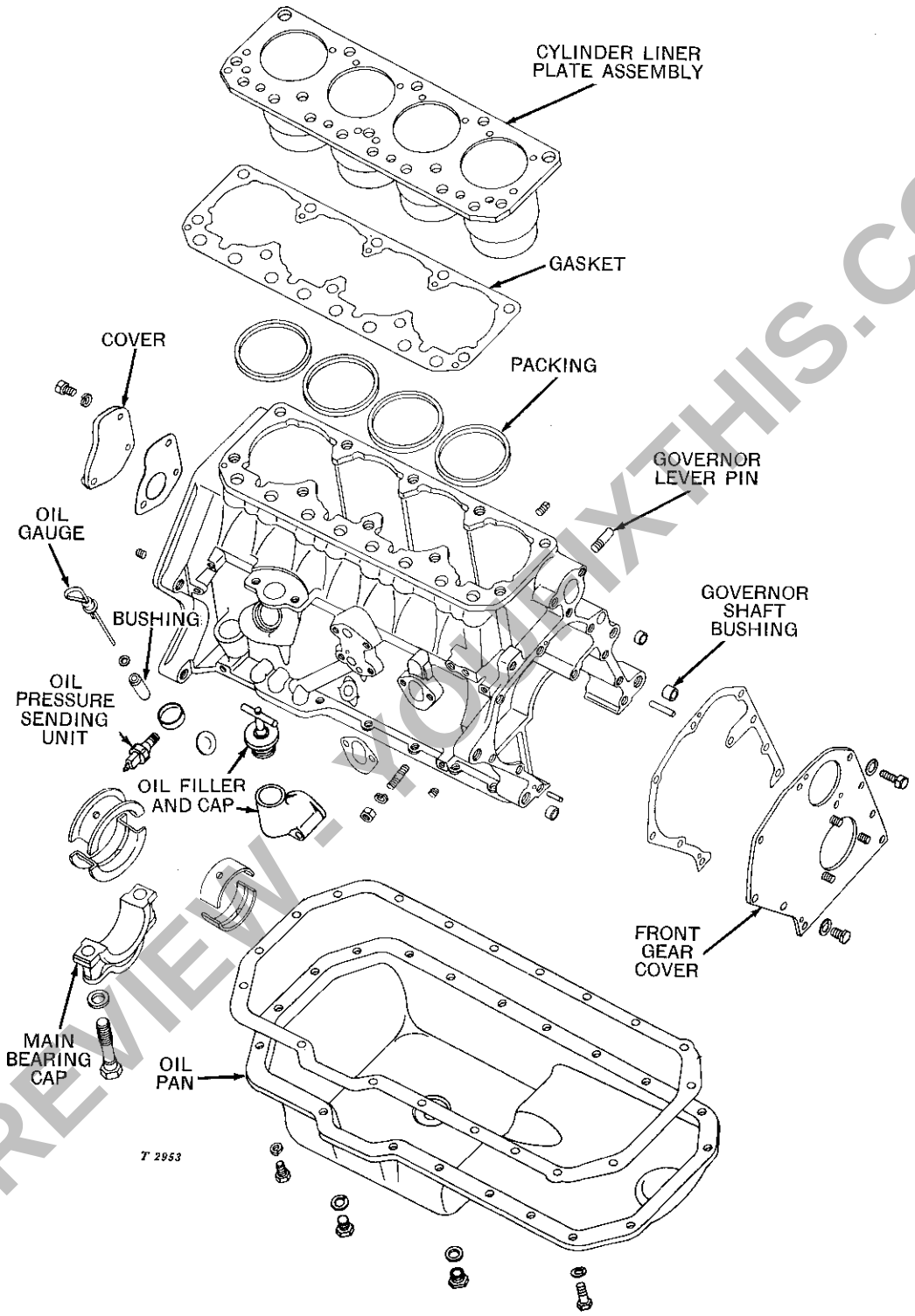


Fig. 50-25-21 -- Exploded View of Cylinder Block

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Group 15
TRACTOR ADJUSTMENT

The tractor adjustments given here will make the tractor safer to operate and easier to handle. While making these adjustments, check all bolts and cap screws on the tractor for proper tightness. The table below explains how various bolts and cap screws should be torqued.

TORQUE CHART

RECOMMENDED TORQUE IN FOOT-POUNDS
COARSE AND FINE THREADS

Bolt Diameter	Plain Head*	Three Radial Dashes*	Six Radial Dashes*
1/4	6	10	14
5/16	13	20	30
3/8	23	35	50
7/16	35	55	80
1/2	55	85	130
9/16	75	130	185
5/8	105	170	250
3/4	185	300	420
7/8	160**	445	670
1	250	670	1000

*The types of bolts and cap screws are identified by head markings as follows:

Plain Head: regular machine bolts and cap screws.

3-Dash Head: tempered steel high-strength bolts and cap screws.

6-Dash Head: tempered steel *extra* high-strength bolts and cap screws.

**Machine bolts and cap screws 7/8-inch and larger are sometimes formed hot rather than cold, which accounts for the lower torque.

NOTE: Allow a tolerance of plus or minus 10% on all torques given in the chart.

ENGINE CLUTCH ADJUSTMENT

When direction reverser is used in conjunction with the engine clutch, there is no linkage adjustment of the clutch pedal.

If tractor is not equipped with a direction reverser, the correct clutch pedal free travel must be maintained. To make this adjustment, loosen jam nut on control lever set screw in front of pedal. Measure clutch pedal free travel at pedal pad as shown and screw in or out on set screw until 1-3/8-inch free travel is obtained. Then tighten jam nut on set screw. Recheck free travel.

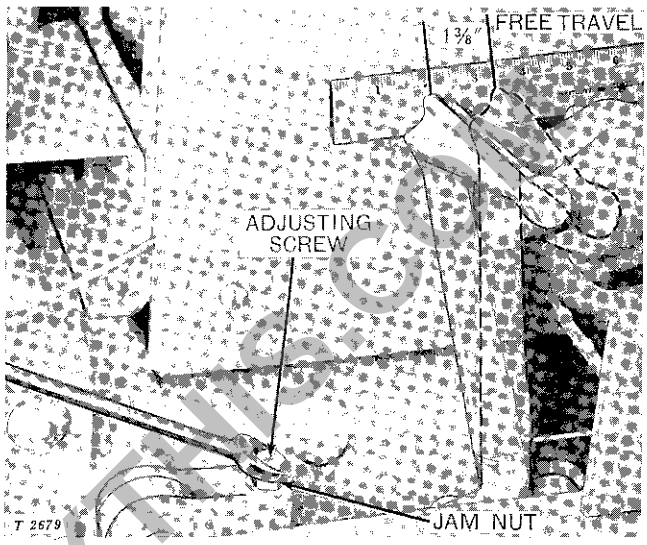


Fig. 40-15-1—Clutch Pedal Adjustment

STEERING CLUTCH, BRAKE, AND FOOT BRAKE

Adjust the clutch and brakes according to instructions given in Section 150, Group 5 of this Manual. Be sure to adjust in the exact order given there.

TRACK TENSION ADJUSTMENT

Proper track tension is determined by measuring amount of sag in center of track between sprocket and support idler. Tension of each track is adjusted either by a mechanical or hydraulic-type device.

Track tension should be adjusted so there is 7/8- to 1-1/8-inch sag as illustrated in Fig. 40-15-2. When measuring sag, a pin and bushing must be lined up over the center of the support idler.

NOTE: Adjust each track an equal amount and after making adjustment, check alignment and adjust, if necessary, according to the following instructions.

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After every 200 hours of tractor operation, crankcase oil should be drained and oil filter element replaced. If there is evidence of sludge the crankcase should be flushed.

Draining Crankcase

To drain crankcase, remove drain plug from crankcase. While the crankcase is draining, replace filter element.

NOTE: The best time to drain crankcase is when the oil is hot and all dirt and foreign material in crankcase is in suspension.

Flushing Crankcase

Drain oil, and before removing old filter element pour 5 quarts of diesel fuel into crankcase. Run engine only for a few seconds and then drain. Replace filter element.

Filling Crankcase

Fill with 6 quarts of new oil of proper quality and seasonal viscosity. Oil level on the filler gauge will show approximately one quart above the full mark. Start engine and run a short time, check for oil leaks around the filter cover, and drain plug. Stop engine and recheck oil level immediately. The oil level should show at "FULL" mark on the dipstick.

14. CRANKCASE OIL FILTER ELEMENT



Fig. 30-10-10–Replacing Oil Filter Element

Remove filter cover. Pull out and discard old element. Install new filter element and gasket. Tighten stud nut securely on cover.

15. FINAL DRIVES

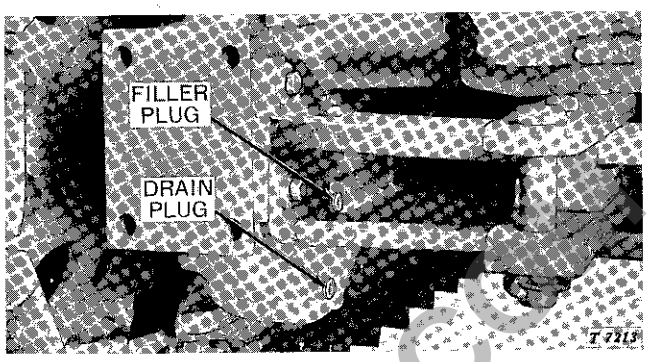


Fig. 30-10-11–Final Drive Filler and Drain Plugs

The oil supply in the final drives should be maintained to the level of the filler hole. Check oil level and, if necessary, add the amount of lubricant required to bring oil to this level. Use either SAE 80 multipurpose lubricant or John Deere Type 303 Special Purpose Oil.

16. GENERATOR

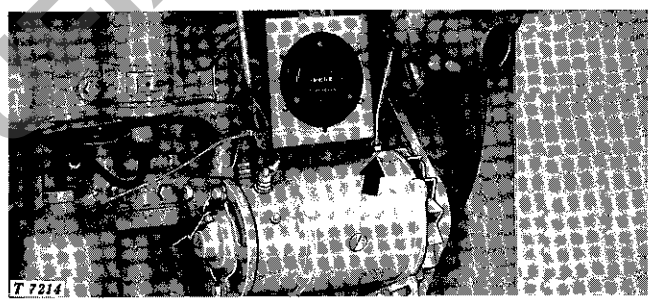


Fig. 30-10-12–Generator Oil Cups

Lubricate the generator every 200 hours by filling the front and rear oil cups with SAE 10W or 5W-20 oil. This lubrication service should be performed only with the engine stopped.

CAUTION: Never overlubricate any electrical unit on the tractor

17. ROCKSHAFT HOUSING

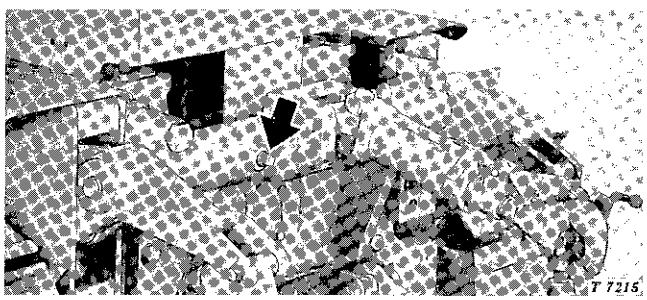


Fig. 30-10-13–Rockshaft Housing Filler Plug

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HYDRAULIC CONTROL FAILURE

Possible Cause	Possible Remedy
Leakage of piston seals.	Inspect piston seals for damage and replace if necessary.
Low brake fluid level.	Fill control unit with the proper fluid to one inch below top of filler hole.
Air in system (spongy lever action).	Bleed system. See end of Group 5 in this Section.
Brake fluid leaks.	Inspect for broken or cracked hydraulic lines and loose connections.
Faulty control shaft oil seal.	Replace oil seal, inspect shaft and bushings.
Plugged hole in filler plug.	Clean filler plug.
Failure of lever to cam over in "Free Spool" position.	Lines to brake cylinder reversed. Accumulator piston binding. Improper brake adjustment. Interference on spring washer pack.

EXCESSIVE "FREE SPOOL" EFFORT (CLUTCH DRAGGING) AND CABLE WINDING IN "FREE SPOOL" POSITION

Clutch adjusting screw adjusted too tight.	Readjust clutch. See Group 5 in this Section.
Clutch hub rubbing on brake drum to winch drum cap screws.	Tighten cap screws if loose.
Drag of left drive shaft bearing.	Replace or lubricate.
Foreign material between facings.	Remove foreign material.
Malfunction of rear residual check valve in control unit.	Replace valve.
Control piston rear charging hole plugged.	Remove foreign material.
Excessive strength of rear control piston spring.	Should be 13 pounds at a height of 2-5/16 inches (maximum residual line pressure 20 psi). Replace if necessary.
Obstruction in lines.	Remove foreign material or remove lines for cleaning as necessary.
Rear control piston binding in cylinder.	Replace or repair as necessary.
Mechanical binding in control linkage.	Free up linkage.

EXCESSIVE "FREE SPOOL" EFFORT ONLY

Brake dragging.	Check brake adjustment. Check brake anchor adjustment. (See Group 5 of this Section.)
Excessive preload on winch drum.	Readjust to .001-.003 preload.
Cable bound.	Too much cable - binding in winch housing.
Snarled cable.	Straighten or replace cable.

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Group 30
SPECIFICATIONS

VALVES

VALVE SEATS IN CYLINDER HEAD
- Width of seat:
  - Intake . . . . . 3/32 to 7/64 in.
  - Exhaust . . . . . 5/64 to 3/32 in.
- Angle of seat:
  - Intake . . . . . 30°
  - Exhaust . . . . . 45°
- Concentricity tolerance of seat:
  - Intake and exhaust . . . . . .002 in.

VALVE GUIDES
- Guide-to-valve stem clearance:
  - Intake and exhaust . . . . . .0015 to .0039 in.
- Inside Diameter:
  - Intake and exhaust . . . . .3435 to .3449 in.
- Top of combustion chamber to end of guide:
  - Intake . . . . . 1-3/32 in.
  - Exhaust . . . . . 1-7/64 in.

VALVE SPRINGS
- (lbs. @1-21/32" spring length)
  - Intake and exhaust . . . . . 48 (minimum)

VALVE CLEARANCE
- When cold:
  - Intake . . . . . .012 in.
  - Exhaust . . . . . .018 in.

VALVES
- Head diameter:
  - Intake . . . . . 1-11/16 in.
  - Exhaust . . . . . 1-3/8 in.
- Stem diameter:
  - Intake and exhaust . . . . . .341 to .342 in.
- Angle of face:
  - Intake . . . . . 29°
  - Exhaust . . . . . 44°

ROCKER ARMS AND SHAFT

Shaft diameter . . . . . .8725 to .8730 in.
Rocker arm bore (inside diameter) . . . . . .8745 to .8755 in.

PISTONS

Skirt diameter (major diameter) . . . . . 3.4970 to 3.4980 in.
Piston-to-cylinder clearance . .002 to .004 in.
Piston pin bore . . . . . 1.1880 to 1.1883 in.

PISTON PINS

Diameter . . . . . 1.1877 to 1.1879 in.
Pin-to-pin bore clearance . . .0001 to .0006 in.
Fit in piston pin bushing . . . .0004 to .0009 in.

CONNECTING RODS AND BEARING

Bearing insert oil clearance .0014 to .0040 in.
Piston pin bushing diameter 1.1883 to 1.1886 in.
Connecting rod bearing bore . . . . . 2.4365 to 2.4375 in.

CRANKSHAFT

Main bearing journals . . . 2.9974 to 2.9984 in.
Connecting rod journals . 2.3085 to 2.3095 in.
End thrust taken by . . . . . Rear main bearing
End play (new bearings should restore this) . . . . . .004 to .008 in.
Oil clearance . . . . . .0016 to .0046 in.

MAIN BEARINGS

Bearing inside diameter . . 3.000 to 3.0016 in.
Bearing to journal clearance .0016 to .0042 in.

CAMSHAFT AND BEARINGS

Bearing journals . . . . . 1.8095 to 1.8105 in.
Bearing bore . . . . . 1.8125 to 1.8135 in.
End thrust taken at front end by . Thrust plate
End play, shaft to thrust plate .003 to .007 in.

CYLINDER BLOCK

Cylinder liner bore . . . . 3.5000 to 3.5010 in.
Maximum wear limit . . . . . .010 in.

MINIMUM COMPRESSION READING

At 200 rpm cranking speed . . . . . 125 psi

CAP SCREW TORQUES

Cylinder head bolts 150
Connecting rod bolts . . . . . .40 to 45
Crankshaft main bearing bolts 145
Rocker arm bracket-to-head cap screws 30
Flywheel attaching cap screws . . . . . 70 to 76
Crankshaft rear oil seal plate attaching cap screws . . . . . 16 to 18
Camshaft rear cover attaching cap screws . . . . . 16 to 18
Fan drive pulley 105

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EVERY 50 HOURS

Component	Description of Service	Capacity or Measurement	Description of Lubricant
Engine Clutch Throw-out Bearing (without direction reverser)	Lubricate grease fitting	Two strokes of grease gun	SAE multipurpose grease
Winch Housing	Check oil level at oil level plug	To level of oil level hole	Below 80° F., SAE 80 multipurpose lubricant Above 80° F., SAE 90 multipurpose lubricant
Winch Control Valve	Check brake fluid level	1-inch below top of filler hole	Heavy duty automotive type brake fluid (equivalent to SAE 70R3)

EVERY 200 HOURS

Air Cleaner Cap (Oil Bath Type)	Clean and rinse in solvent	. . . . .	. . . . .
Air Cleaner Tube (Oil Bath Type)	Swab out center tube	. . . . .	. . . . .
Battery	Check level of electrolyte in each cell	Fill each cell to level above plates	Distilled water
Belt Pulley	Check oil level at filler hole	To level of filler hole	SAE 80 multipurpose lubricant
Crankcase	Drain and refill	6 U.S. quarts (including filter)	Same as crankcase (every 10 hours)
Crankcase Oil Filter	Change element	. . . . .	. . . . .
Final Drives	Check oil level at filler hole	To level of filler holes	SAE 80 multipurpose lubricant or John Deere Type 303 Special Purpose Oil*
Generator	Fill oil cups	. . . . .	SAE 10W or 5W-20 oil
Rockshaft Housing	Check oil level at filler plug	To level of filler hole	SAE 80 multipurpose lubricant
Powershaft	Check oil level at filler plug	To level of filler hole	SAE 80 multipurpose lubricant
Transmission	Check oil level with bayonet gauge	To "FULL" mark on gauge	SAE 80 multipurpose lubricant or John Deere Type 303 Special Purpose Oil*
Direction Reverser	Check oil level with bayonet gauge	To "FULL" mark on gauge	John Deere Type 303 Special Purpose Oil* or automatic transmission fluid, Type A
Track Idlers, Rollers and Upper Support Idlers	Lubricate grease fittings with SPECIAL grease gun ONLY	ONLY until increased resistance is felt. Idler only—to level	Above 32° F.-SAE 140 multipurpose lubricant: Below 32° F. -SAE 80 multipurpose lubricant
(Perform this service at 10-hour intervals when operating in deep mud or water.)			
Clutch Pedal (without direction reverser) (31001-Up)	Lubricate grease fitting	Two strokes of grease gun	SAE multipurpose grease

**Or its equivalent.*

SM-2034 (3-65) Litho in U.S.A.

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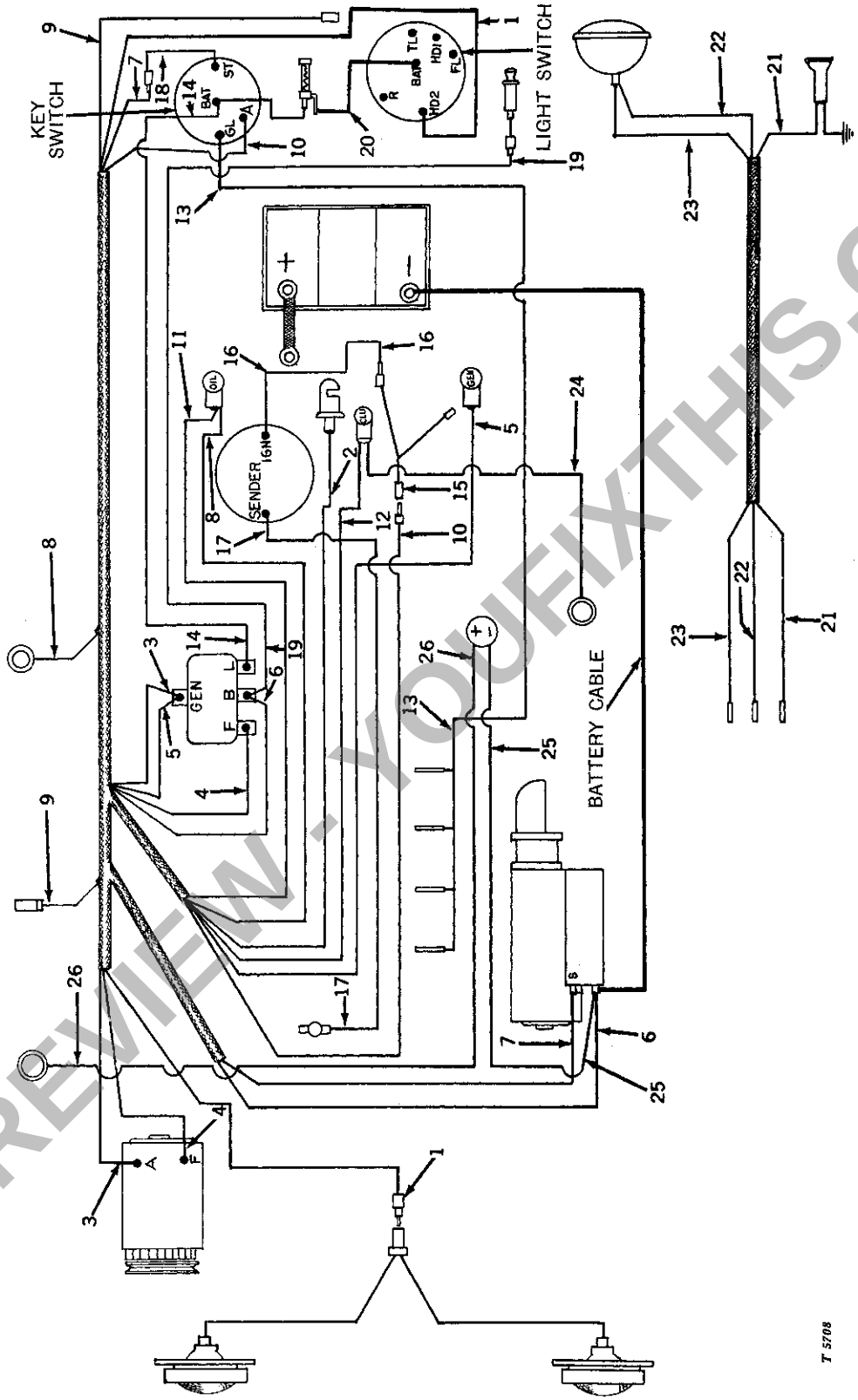
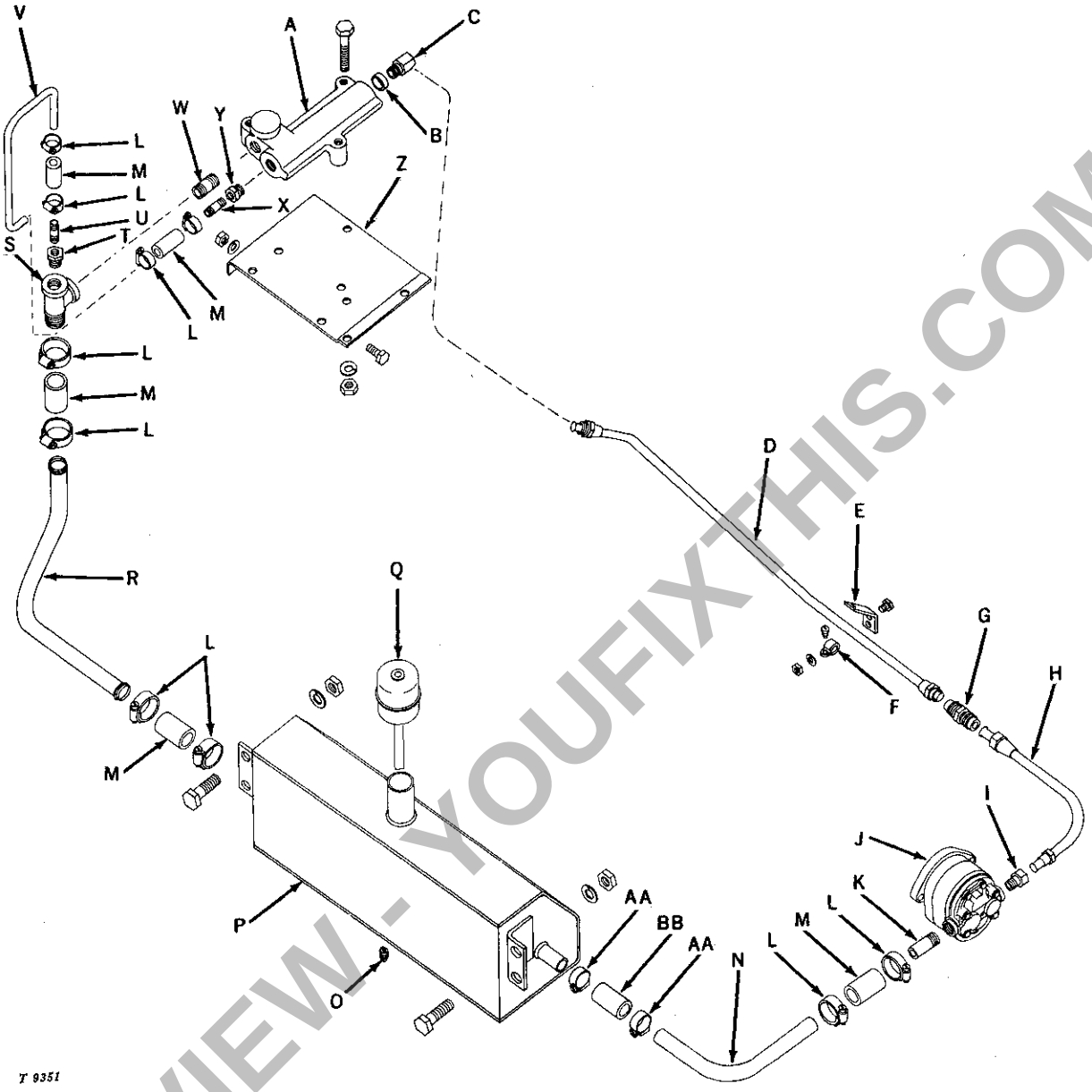


Fig. 100-35-4—Schematic Diagram of 12-Volt Wiring System for 1010 Diesel Tractors (-16648)

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A. Porting Block
B. Bushing
C. Elbow
D. Pump to Porting Block Inlet Oil Line
E. Clamp Bracket
F. Line Clamp
G. Union
H. Pump Pressure Line
I. Connector
J. Hydraulic Pump (see Group 5)
K. Pipe Nipple
L. Hose Clamps
M. Hoses
N. Suction Tube (26034-31000)
O. Magnetic Drain Plug
P. Hydraulic Reservoir
Q. Breather Cap
R. Return Line to Reservoir
S. Tee Connector
T. Bushing
U. Pipe Nipple
V. Bypass Line
W. Pipe Nipple
X. Pipe Nipple
Y. Bushing
Z. Porting Block Support
AA. Hose Clamps (26034-31000)
BB. Hose (26034-31000)

Fig. 160-15-7—Exploded View of Basic Hydraulic System (10001-31000)

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