

John Deere Agriculture

**6105M, 6115M, 6125M, 6130M & 6140M
Tractors (European Edition)**

REPAIR MANUAL

6130M, 6105M, 6115M, 6125M, 6140M

TM405819, May 2013



Table of contents

FOREWORD

Section 05 - SAFETY

Group 05 - Safety Measures

Section 10 - GENERAL INFORMATION

Group 05 - General Information - Specifications

Group 10 - General Information - Tests and Adjustments

Group 15 - General Information - Predelivery Inspection

Section 20 - ENGINE

Group 00 - Engine - Removal and Installation of Components

Section 30 - FUEL, AIR INTAKE, COOLING AND EXHAUST SYSTEM

Group 10 - Fuel System

Group 15 - Air Intake System

Group 20 - Cooling System

Group 30 - Exhaust System

Section 40 - ELECTRICAL SYSTEM

Group 05 - Electrical System - Connectors

Group 10 - Electrical System - Charging Circuit

Group 15 - Electrical System - Starter Circuit

Group 20 - Electrical System - Headlights

Section 45 - ELECTRONIC CONTROL UNITS

Group 05 - Removal and Installation of Control Units

Group 10 - Removal and Installation of Terminating Resistors

Section 50A - DRIVE TRAIN (WITHOUT TRANSMISSION)

Group 00 - Drive Train (without Transmission) - Removal and Installation of Components

Group 10 - Drive Train (without Transmission) - U.J. Shafts and Torsion Dampers

Group 15 - Drive Train (without Transmission) - Mechanical Front-Wheel Drive

Group 20 - Drive Train (without Transmission) - Differential

Group 25 - Drive Train (without Transmission) - Hydraulic Pump Drive

Group 30 - Drive Train (without Transmission) - Final Drives

Group 35 - Drive Train (without Transmission) - Rear PTO Options

Group 40 - Drive Train (without Transmission) - Front PTO

Group 45 - Drive Train (without Transmission) - Front Implement Drive

Section 50C - POWRQUAD™ TRANSMISSION

Group 00 - PowrQuad™ Transmission - Removal and Installation of Components

Section 50E - POWRREVERSER™ TRANSMISSION

Group 00 - PowrReverser™ Transmission - Installation and Removal of Components

Group 05 - PowrReverser™ Transmission - Transmission Shift Units

Group 10 - PowrReverser™ Transmission - PowrReverser™ Module

Group 15 - PowrReverser™ Transmission - Gear Transmission

Group 20 - PowrReverser™ Transmission - Range Transmission

Section 50F - SYNCROPLUS™ TRANSMISSION

Group 00 - SyncroPlus™ Transmission - Installation and Removal of Components

Group 05 - SyncroPlus™ Transmission - Transmission Shift Units

Group 15 - SyncroPlus™ Transmission - Perma Clutch II Module

Group 20 - SyncroPlus™ Transmission - Gear Transmission

Section 60A - STEERING

Group 10 - Steering - Hydrostatic Steering

Section 60B - BRAKES

Section 05 - SAFETY

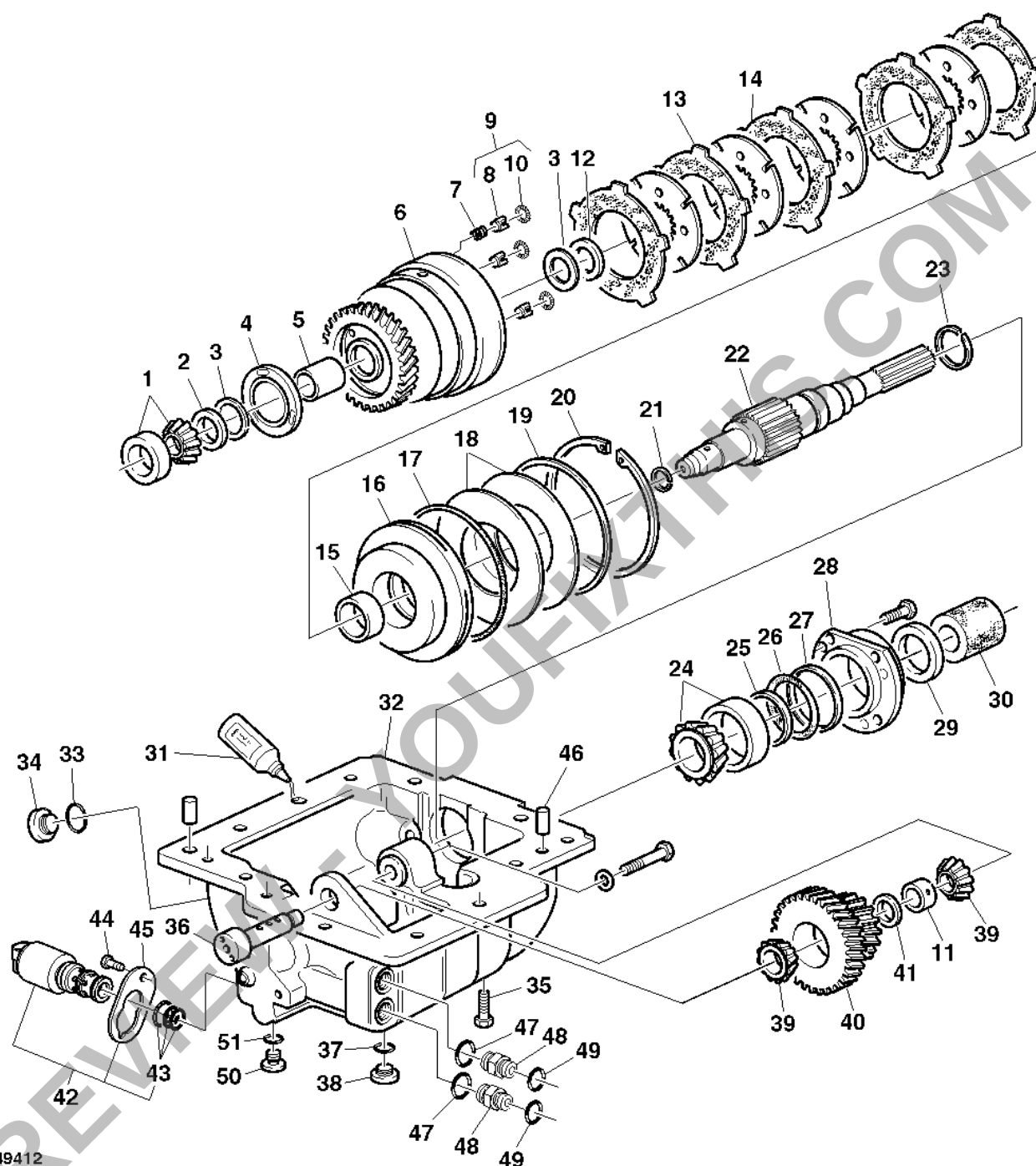
Table of contents

Group 05 - Safety Measures	1
General Information - Safety - Summary of References	1
Recognize Safety Information	2
Understand Signal Words	2
Follow Safety Instructions	3
Prevent Machine Runaway	4
Operating the Tractor Safely	5
Operating the Loader Tractor Safely	7
Passenger Seat	7
Use Safety Lights and Devices	8
Towing Trailers/Implements Safely (Mass)	10
Use Caution On Slopes and Uneven Terrain	11
Freeing a Mired Machine	12
Avoid Backover Accidents	13
Handle Fluids Safely—Avoid Fires	13
Handling Batteries Safely	15
Prepare for Emergencies	17
Avoid High-Pressure Fluids	18
Service Cooling System Safely	18
Remove Paint Before Welding or Heating	19
Avoid Heating Near Pressurized Fluid Lines	20
Work In Ventilated Area	20
Avoid Contact with Agricultural Chemicals	21
Handle Agricultural Chemicals Safely	23
Stay Clear of Rotating Drivelines	25
Wear Protective Clothing	27
Protect Against Noise	27
Practice Safe Maintenance	28
Avoid Hot Exhaust	30
Exhaust Filter Cleaning	30
Clean Exhaust Filter Safely	32
Read Operator Manuals for ISOBUS Implements	34
Use Steps and Handholds Correctly	34
Use Seat Belt Properly	35
Park Machine Safely	36
Use Proper Lifting Equipment	36
Construct Dealer-Made Tools Safely	37
Support Machine Properly	37
Work in Clean Area	38
Illuminate Work Area Safely	38
Service Machines Safely	39
Service Accumulator Systems Safely	39
Service Tires Safely	40
Use Proper Tools	41
Service Front-Wheel Drive Tractor Safely	41
Avoid Eye Contact With Radar	42

Engine Specifications

Type - 6105M, 6115M, 6125M, 6130M and 6140M Turbocharged diesel engine with charge air cooler and exhaust gas recirculation
No. of cylinders - 6105M, 6115M, 6125M, 6130M and 6140M 4 Bore 106.5 mm (4.19 in.) Stroke 127 mm (5.00 in.) Displacement - 6105M, 6115M, 6125M, 6130M and 6140M 4.5 l (276 cu. in.)
Firing order 1-3-4-2
Compression ratio 16.1:1 Valve clearance (engine hot or cold) - Intake 0.48 mm (0.0189 in.) - Exhaust 0.53 mm (0.021 in.) Thermostat - Opening temperature 83.5 °C (182.3 °F) - Closing temperature (open) 86.5 °C (187.7 °F) Slow idle - Speed 845—855 rpm Fast idle - Speed 2235—2265 rpm Rated engine speed 2100 rpm Working speed range 1600—2100 rpm
Maximum engine power according to 97/68/EC at rated engine speed - 6105M 77 kW (105 hp) - 6115M 85 kW (115 hp) - 6125M 92 kW (125 hp) - 6130M 96 kW (130 hp) - 6140M 103 kW (140 hp)
Maximum torque at 1500 rpm - 6105M 474 N·m (350 lb-ft) - 6115M 519 N·m (383 lb-ft) - 6125M 564 N·m (416 lb-ft) - 6130M 587 N·m (433 lb-ft) Maximum torque at 1400 rpm - 6140M 640 N·m (472 lb-ft)

Mechanical front wheel drive - Exploded view

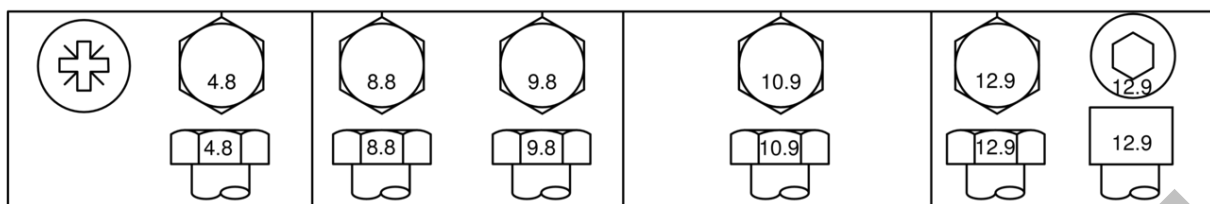


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LEGEND:

- 1 Tapered roller bearing assembly
- 2 Pressure ring
- 3 Thrust washer
- 4 Oil transfer plate
- 5 Bushing
- 6 Clutch drum with gear
- 7 Spring
- 8 Valve cone
- 9 Check valve assembly
- 10 Lock washers

Metric Bolt and Screw Torque Values



Bolt or Screw Size	Class 4.8				Class 8.8 or 9.8				Class 10.9				Class 12.9			
	Lubricated ["Lubricated" means coated with a lubricant such as engine oil, fasteners with phosphate and oil coatings, or M20 and larger fasteners with JDM F13C, F13F or F13J zinc flake coating.]		Dry ["Dry" means plain or zinc plated without any lubrication, or M6 to M18 fasteners with JDM F13B, F13E or F13H zinc flake coating.]		Lubricated ["Lubricated" means coated with a lubricant such as engine oil, fasteners with phosphate and oil coatings, or M20 and larger fasteners with JDM F13C, F13F or F13J zinc flake coating.]		Dry ["Dry" means plain or zinc plated without any lubrication, or M6 to M18 fasteners with JDM F13B, F13E or F13H zinc flake coating.]		Lubricated ["Lubricated" means coated with a lubricant such as engine oil, fasteners with phosphate and oil coatings, or M20 and larger fasteners with JDM F13C, F13F or F13J zinc flake coating.]		Dry ["Dry" means plain or zinc plated without any lubrication, or M6 to M18 fasteners with JDM F13B, F13E or F13H zinc flake coating.]		Lubricated ["Lubricated" means coated with a lubricant such as engine oil, fasteners with phosphate and oil coatings, or M20 and larger fasteners with JDM F13C, F13F or F13J zinc flake coating.]		Dry ["Dry" means plain or zinc plated without any lubrication, or M6 to M18 fasteners with JDM F13B, F13E or F13H zinc flake coating.]	
	N·m	lb.-in.	N·m	lb.-in.	N·m	lb.-in.	N·m	lb.-in.	N·m	lb.-in.	N·m	lb.-in.	N·m	lb.-in.	N·m	lb.-in.
M6	4.7	42	6	53	8.9	79	11.3	100	13	115	16.5	146	15.5	137	19.5	172
									N·m	lb.-ft.	N·m	lb.-ft.	N·m	lb.-ft.	N·m	lb.-ft.
M8	11.5	102	14.5	128	22	194	27.5	243	32	23.5	40	29.5	37	27.5	47	35
			N·m	lb.-ft.	N·m	lb.-ft.	N·m	lb.-ft.								
M10	23	204	29	21	43	32	55	40	63	46	80	59	75	55	95	70
	N·m	lb.-ft.														
M12	40	29.5	50	37	75	55	95	70	110	80	140	105	130	95	165	120
M14	63	46	80	59	120	88	150	110	175	130	220	165	205	150	260	190
M16	100	74	125	92	190	140	240	175	275	200	350	255	320	235	400	300
M18	135	100	170	125	265	195	330	245	375	275	475	350	440	325	560	410
M20	190	140	245	180	375	275	475	350	530	390	675	500	625	460	790	580
M22	265	195	330	245	510	375	650	480	725	535	920	680	850	625	1080	800
M24	330	245	425	315	650	480	820	600	920	680	1150	850	1080	800	1350	1000
M27	490	360	625	460	950	700	1200	885	1350	1000	1700	1250	1580	1160	2000	1475
M30	660	490	850	625	1290	950	1630	1200	1850	1350	2300	1700	2140	1580	2700	2000
M33	900	665	1150	850	1750	1300	2200	1625	2500	1850	3150	2325	2900	2150	3700	2730
M36	1150	850	1450	1075	2250	1650	2850	2100	3200	2350	4050	3000	3750	2770	4750	3500
Torque values listed are for general use only, based on the strength of the bolt or screw. DO NOT use these values if a different torque value or tightening procedure is given for a specific application. For stainless steel fasteners or for nuts on U-bolts, see the tightening instructions for the specific application. Tighten plastic insert or crimped steel type lock nuts by turning the nut to the dry torque shown in the chart, unless different instructions are given for the specific application.									Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical property class. Replace fasteners with the same or higher property class. If higher property class fasteners are used, tighten these to the strength of the original. Make sure fastener threads are clean and that you properly start thread engagement. When possible, lubricate plain or zinc plated fasteners other than lock nuts, wheel bolts or wheel nuts, unless different instructions are given for the specific application.							

Removing the Engine, Preliminary Work

IMPORTANT:

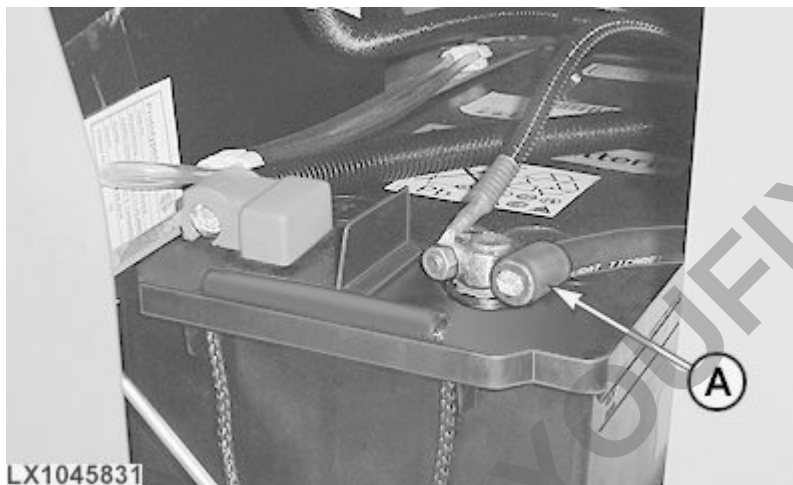
Before disassembling components, mark where the cables and hoses are connected; this will make it easier to re-assemble them.

[1] - Park the tractor on firm, level ground.

Chock the front wheels to prevent the tractor from rolling away. Engage park lock.

Chock the oscillation stops of the front axle so that the axle is prevented from oscillating.

[2] -



LEGEND:

A Negative terminal (—)

Disconnect the negative terminal (—) of the battery. On the version shown here, the negative terminal is at the location marked (A).

⚠ CAUTION:

Always be careful to observe the correct battery terminals.

Comply with safety instructions on how to handle batteries (see Section 05).

[3] - [Draining Coolant](#), see Section 10.

[4] - Discharge compressed air for air-brake systems.

⚠ CAUTION:

Risk of injury! Before doing this job, it is essential to relieve the pressure in the compressed-air system via the drain valve of the compressed-air tank.

IMPORTANT:

When replacing B02 - Sensor for air cleaner restriction, check the ECU control unit for diagnostic trouble codes, see [Displaying and Deleting Diagnostic Codes with CommandCenter](#) in the corresponding Diagnostics Manual in Section 245, Group 05.

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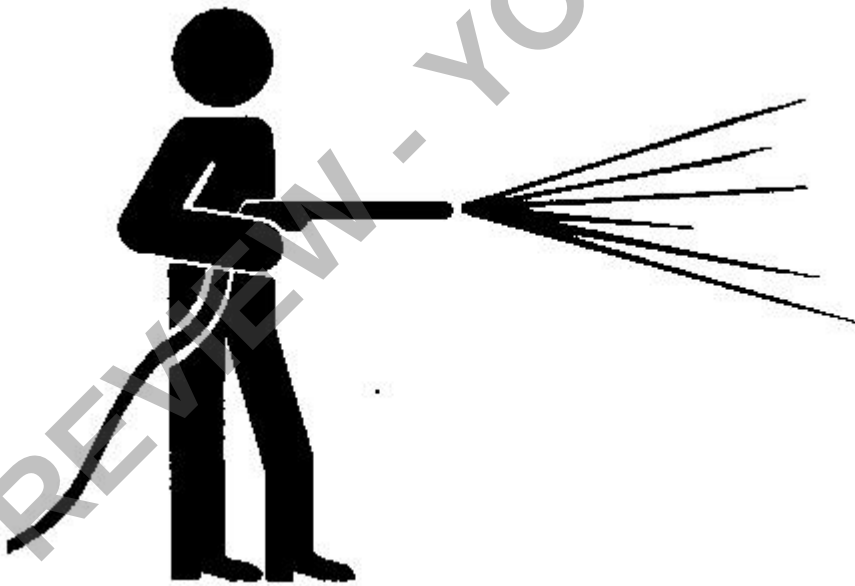
Group 10 - General Information - Tests and Adjustments

Tests and Adjustments - Summary of References

- [Tests and Adjustments - Summary of References](#)
- [Using High-Pressure Washers](#)
- [Preliminary Engine Test](#)
- [Visual Inspection of the Fuel System](#)
- [Check the Fuel Filter](#)
- [Check the Function of the Fuel Transfer Pump](#)
- [Bleed the Fuel System](#)
- [Installation and Removal of the Primary Air Cleaner Element](#)
- [Check the Secondary \(Safety\) Element](#)
- [Drain Coolant](#)
- [Check Transmission/Hydraulic System Oil Level](#)

Using High-Pressure Washers

IMPORTANT:



Directing pressurized water at electronic/electrical components or connectors, bearings and hydraulic seals, fuel injection pumps or other sensitive parts and components may cause product malfunctions. Reduce pressure, and spray at a 45 to 90° angle.

Preliminary Engine Test

Before tuning up an engine, determine whether a tune-up will restore operating efficiency. If

Capacities

Fuel tank

- 6105M, 6115M and 6125M 220 l (58 U.S. gal.)
- 6130M and 6140M 330 l (87 U.S. gal.)
- Only For North America
- 6105M, 6115M and 6125M 220 l (58 U.S. gal.)
- 6140M 290 l (76.5 U.S. gal.)

Cooling system

- coolant change 28.2 l (6.2 U.S. gal.)

Engine crankcase

Oil change with filter

- 6105M—6140M 16 l (4.2 U.S. gal.)

Engine crankcase (on tractors without exhaust cleaning system)

Oil change with filter

- 6105M and 6125M 17.1 l (4.5 U.S. gal.)
- 6140M 21.3 l (5.6 U.S. gal.)

Transmission/hydraulic system, oil change

- SyncroPlus™ transmission 52 l (15.9 U.S. gal.)
- PowrReverser™ transmission 52 l (15.9 U.S. gal.)
- PowrQuad™ transmission 52 l (15.9 U.S. gal.)
- PowrQuad PLUS™ transmission 52 l (15.9 U.S. gal.)
- AutoQuad PLUS™ transmission 52 l (15.9 U.S. gal.)
- additionally on tractors with creeper 1 l (0.3 U.S. gal.)
- Additionally on tractors with front-wheel drive 3 l (0.8 U.S. gal.)
- Additionally on tractors with front-wheel drive axle with TLS 3 l (0.8 U.S. gal.)
- Additionally on tractors with additional oil reservoir 14 l (3.7 U.S. gal.)
- Front PTO 2.6 l (0.69 U.S. gal.)

Air-conditioning system

- R134a refrigerant 1225—1275 g (2.70—2.81 lb.)
- Oil volume (PAG oil) 220 ml (7.44 fl. oz.)

Front-wheel drive

- Axle housing 8.2 l (2.2 U.S. gal.)
- Final drives (without brake) 1.7 l (0.4 U.S. gal.)
- Final drives (with brake) 2.6 l (0.7 U.S. gal.)

Air Intake System

Air filter dry-type air cleaner, self-cleaned by pressure from the fan blade; with safety element

Electrical System

Battery 12 V, 154 Ah or 12 V, 174 Ah
 Alternator with overvoltage protection 14 V, 120, 150 or 200 Ah
 Starting motor 12 V, 3.0 kW (4.0 hp)
 Ground connection negative

Hydraulic System with Axial Piston Pump (PFC System)

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Open the hood.

Open flap (A) and pull primary air cleaner element (B) out of the air cleaner housing.

IMPORTANT:

Do not close the hood when the air cleaner housing is open.

IMPORTANT:

Never run the engine without the primary air cleaner element!

For installation, follow the removal procedure in reverse order.

IMPORTANT:

The guide ring for the primary air cleaner element must not be damaged or deformed.

Check the Secondary (Safety) Element



LEGEND:

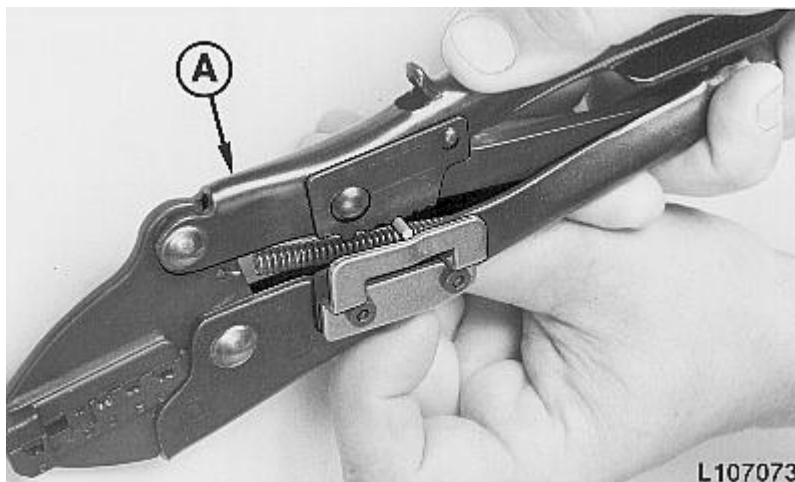
A Secondary (Safety) Element

Check if secondary (safety) element (A) is properly installed.

IMPORTANT:

Always replace secondary (safety) element, do not attempt to clean it.

Strip Wire Ends



Use special pliers [KLM10019-1](#) (A) to strip wire ends.

→NOTE:

Special pliers [KLM10019-1](#) are included in electrical repair tool kit [FKM10461](#)

Electrical repair tool kit

[FKM10461](#)



Repairing wiring harnesses

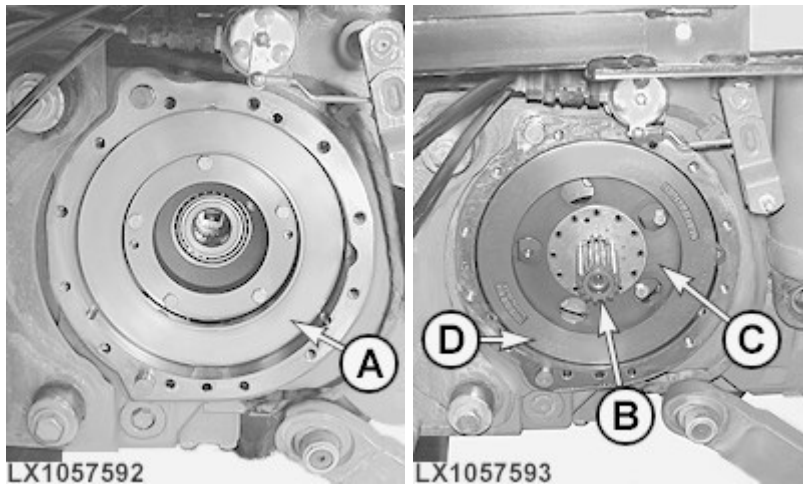
.

Place the wire in the matching recess of crimping pliers, with the portion to be stripped sticking out.

Squeeze the pliers until they engage.

Installing the final drives

[1] -



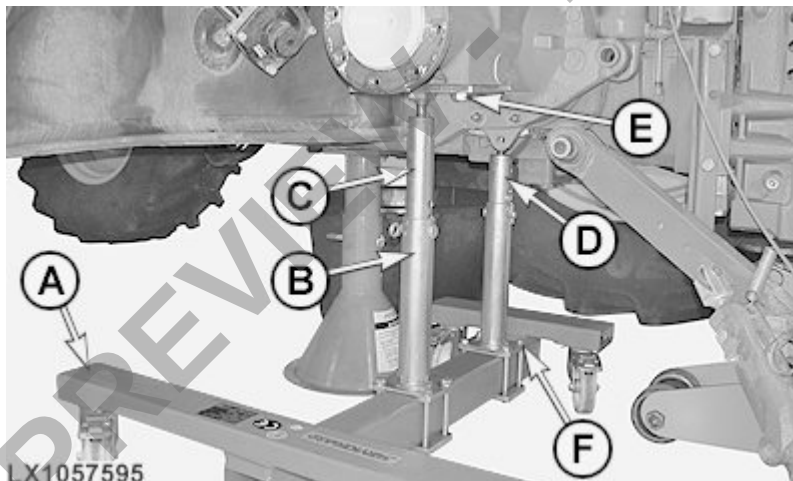
LEGEND:

A	Brake piston
B	Shaft
C	Brake disk
D	Brake plate

Thoroughly clean the sealing surface at the differential housing and ensure that brake piston (A) fits properly.

[2] - Position shaft (B), brake disk (C), and brake plate (D) as shown.

[3] -



[19] -



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Tighten the special screws to the specified torque.

Item

Ring gear and cover to housing, special screws

Measurement Specification

Torque	150 N·m
	110 lb.-ft.

[20] - Check brake band

[If equipped]

and all further parts of the park brake

[If equipped]

for wear or damage and replace if necessary.

[21] - Install the brake band

[If equipped]

on the differential.

Next step:

See [Installing the differential](#) in Section 50A.

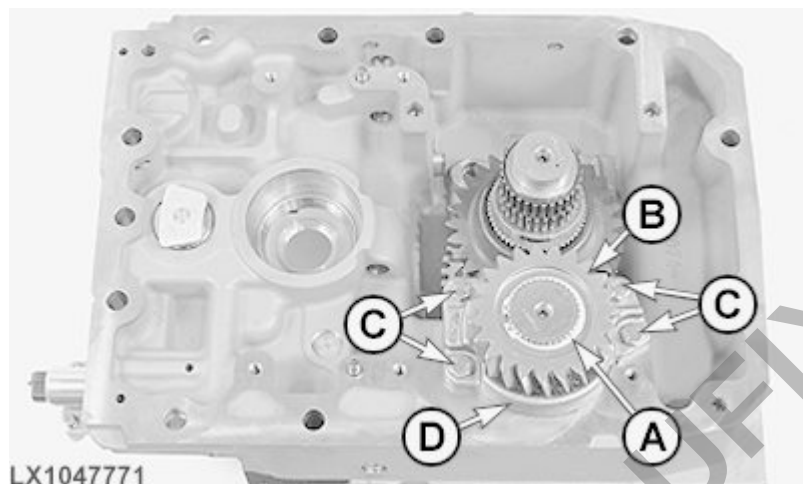
Rear PTOs - Removing the PTO gear transmission (reversible)

Preliminary work:

See [Rear PTOs - Removing the PTO clutch](#) in Section 50A.

See [Rear PTOs - Replacing B06 sensor for rear PTO speed](#) in Section 50A.

[1] -



LEGEND:

A	Snap ring
B	Gear
C	Screws
D	Bearing housing

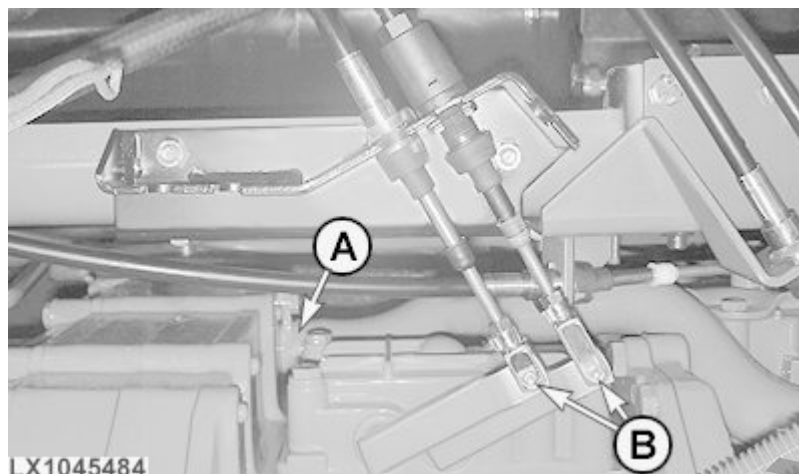
Remove snap ring (A) and pull gear (B) from countershaft.

[2] - Take out screws (C) out of bearing housing (D), and remove the bearing housing.

PowrReverser™ Transmission - Remove the Gear Transmission

[1] - [PowrReverser™ Transmission - Remove the PowrReverser™ Module](#), (see Section 50E) or [SyncroPlus™ Transmission - Removal of the Clutch Housing](#) (see Section 50F).

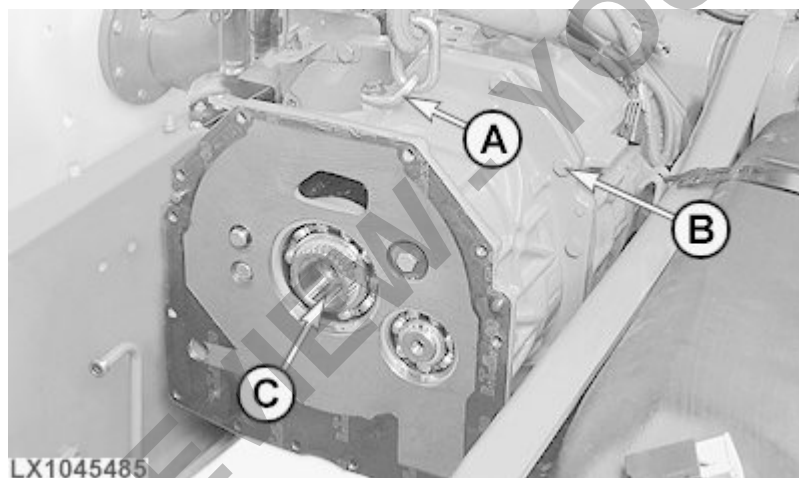
[2] -



Disconnect return hose (A).

[3] - Mark bowden cables (B) for re-assembly, then disconnect them.

[4] -

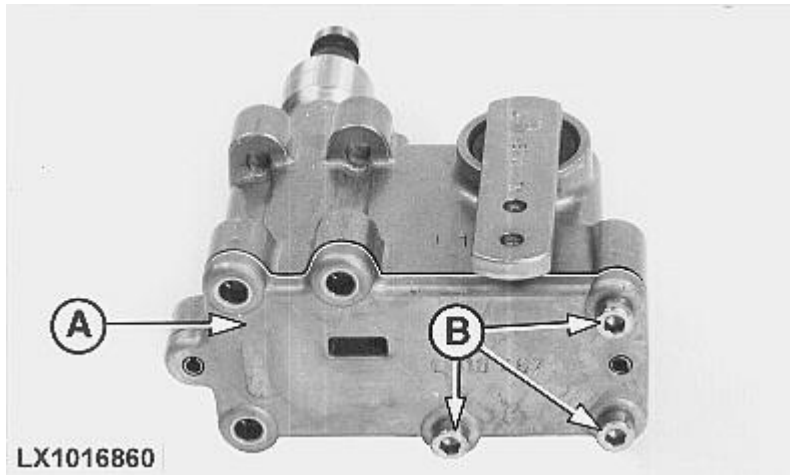


LEGEND:

- | | |
|---|-------------------|
| A | Lifting eye JDG19 |
| B | Cap screws |
| C | Shaft |

Secure lifting eye (A) [JDG19](#) and attach gear transmission to hoist. Take all cap screws (B) out of the housing flange and remove the housing.

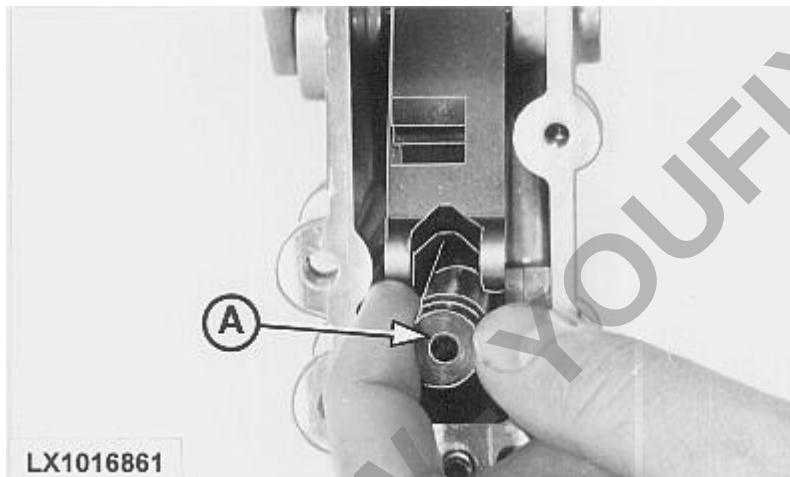
[4] -



Remove cap screws (B).

[5] - Lift off cover (A).

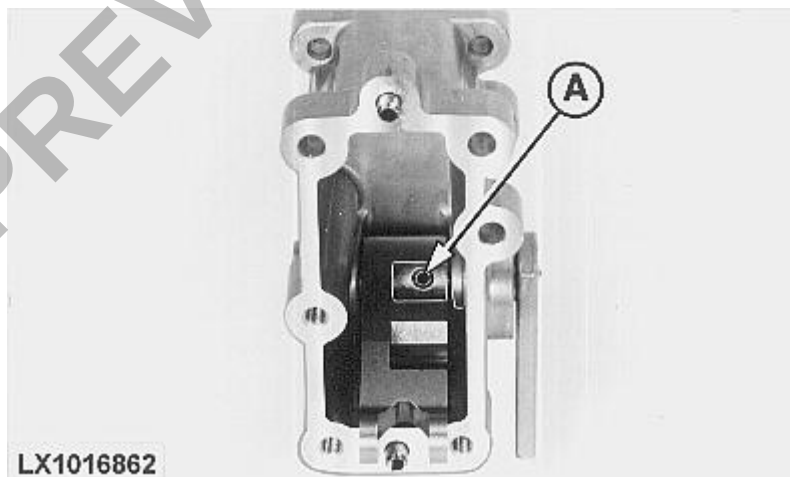
[6] -



Remove actuating piston (A).

[7] -

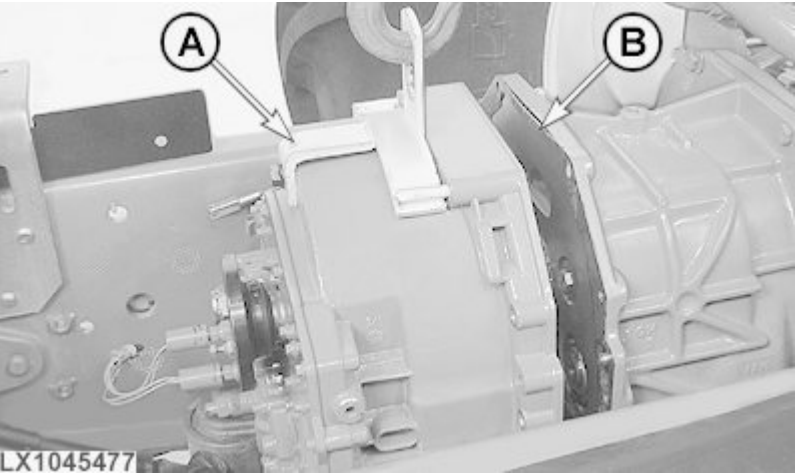
→NOTE:



Spring pin (A) cannot be completely driven through the bore in the lever arm, as it is not a through-hole.

SyncroPlus™ Transmission - Install the Clutch Housing

[1] -

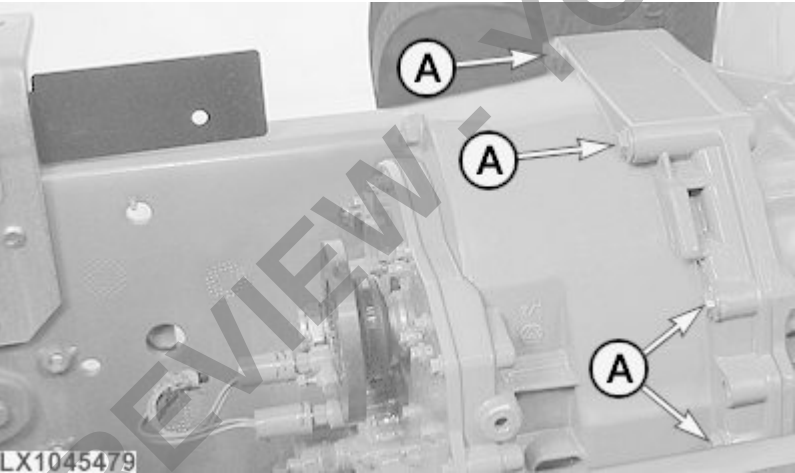


LEGEND:

- A Suspension device DFLX2 (dealer-fabricated)
- B Gasket

Thoroughly clean the sealing surfaces and install new gasket (B).
Install suspension device (A)DFLX2and lifting tackle on the housing.

[2] -

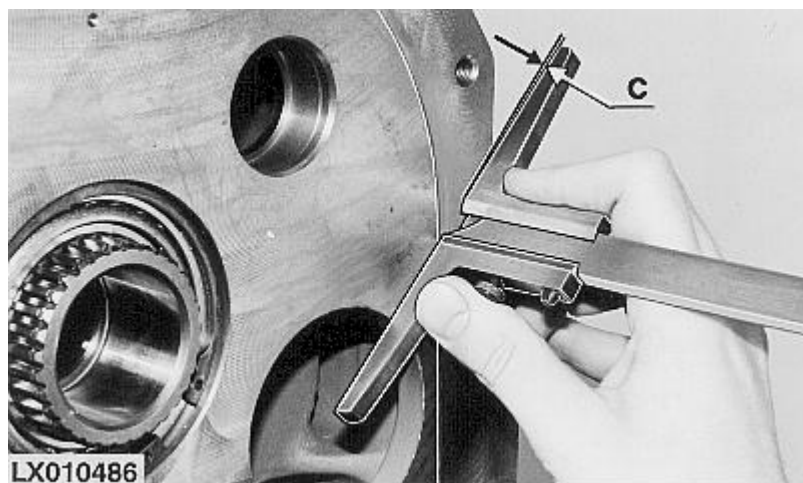


Install housing and tighten cap screws (A) to specification.

Item	Measurement	Specification
Clutch housing to gear transmission, cap screws	Torque	50 N·m 35 lb.-ft

→NOTE:

Turn the flange for the u.j. shaft to make it easier for the gears to mesh.



[1] - Measure distance (a) between the face of the gear transmission and the contact surface of the synchronizer unit.

[2] - On the range transmission, make sure that there is no shim in front of tapered roller bearing cone (A). Measure distance (b) between the face of the range transmission and the tapered roller bearing cone.

[3] - Measure the depth of step (c) at the range transmission near the gasket.

[4] - Work out thickness of shim (d) as follows:

$$d = a + b - c - 21.90 \text{ mm (0.862 in.)}$$

Add measurements (a) and (b). Subtract the step depth (c) plus 21.90 mm (0.862 in.) from this sum.

[5] - If none of the shim thicknesses available through parts channels is equal to the calculated dimension, use the next larger size of shim that can be obtained.

Sample calculation for 12-speed transmission without creeper:

$$\text{Shim thickness (d)} = a + b - c - 21.90 \text{ mm (0.862 in.)}$$

$$\text{Measurement (a)} = 16.10 \text{ mm (0.634 in.)}$$

$$\text{Measurement (b)} = 7.50 \text{ mm (0.295 in.)}$$

$$\text{Measurement (c)} = 0.30 \text{ mm (0.012 in.)}$$

$$16.10 \text{ mm} + 7.50 \text{ mm} - 0.30 \text{ mm} - 21.90 \text{ mm} = 1.40 \text{ mm}$$

$$0.634 \text{ in.} + 0.295 \text{ in.} - 0.012 \text{ in.} - 0.862 \text{ in.} = 0.055 \text{ in.}$$

The result must be rounded up. The shim required is 1.5 mm (0.059 in.) thick.

Measure the distances at the connecting ring on 12-speed transmissions with creeper

rags to wipe the components dry!

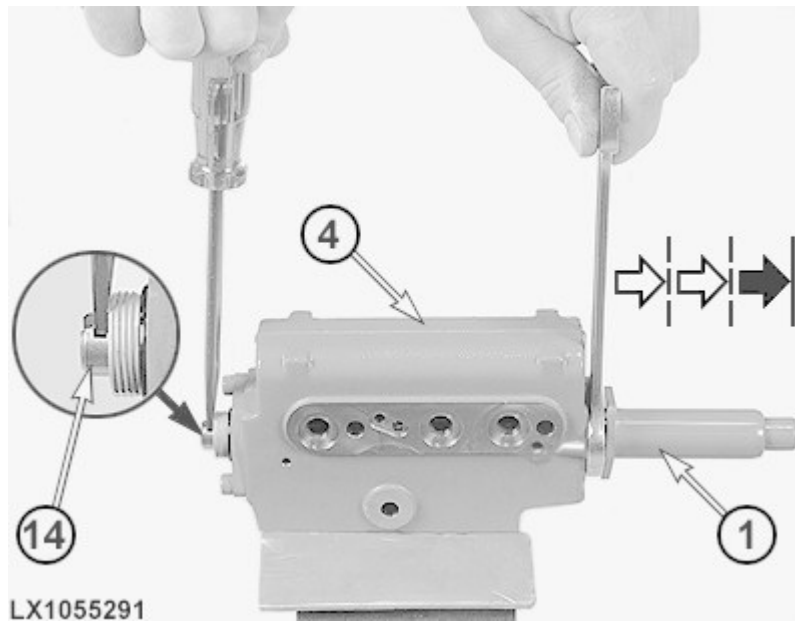
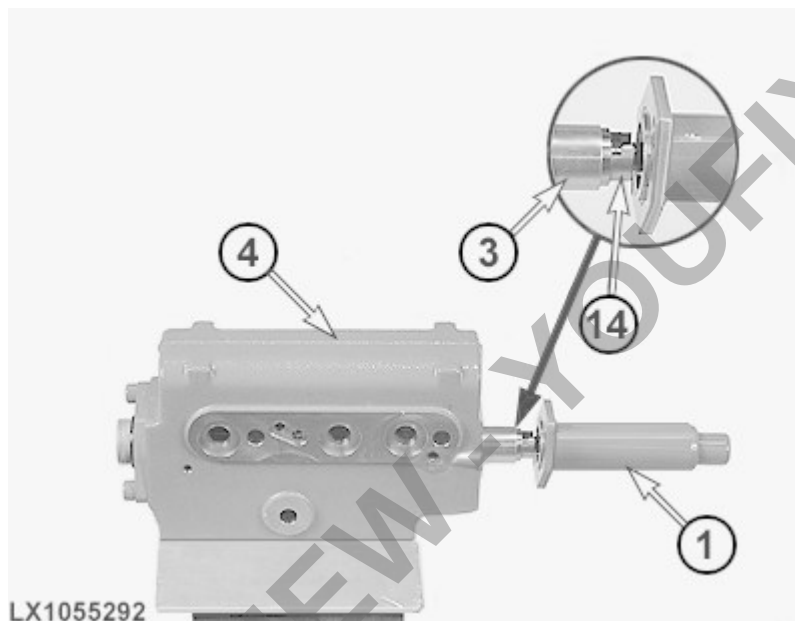
Before assembly, coat all internal components with clean hydraulic oil.

The valve spool must not jam in the housing bore.

After working on the trailer brake valve, see [Brakes - Tests and Adjustments, Summary of References](#) in Section 260B in the relevant Diagnostic Manual.

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[2] -



Remove the detent housing.

→NOTE:

When removing, make sure that the detent shaft does not snap back into the detent housing.

- Remove socket head screws from detent housing.
- Insert a screwdriver in the groove for the actuating cable to keep spool (14) from moving axially.
- Pull detent housing (1) a little away from valve body (4).
- Move sleeve (3) to valve body (4).
- Use a spanner wrench (size 22 mm) to push the detent housing (1) further away from the valve body (4), across the first detent (retracting cylinder) and the second detent (float position) into the third detent (mounting position).

Front wheels, rear wheels, and fenders - Installing the rear wheels (with flanged axle)

CAUTION:

Before taking off front and rear wheels, take note of the following safety instructions.

Remove a wheel on level ground only. To prevent tractor runaway, the other wheels need to be secured by means of chock blocks.

The tractor has to be supported safely (to avoid accidents).

IMPORTANT:

If the tire pairing is changed, the following tasks need to be done:

- *The gear pairing of the front-wheel drive needs to be checked and changed if necessary. For the calculation of the transmission ratio, refer to the respective operator manual.*
- *The SRI needs to be checked in various input addresses and be changed if necessary. SeeCCU 056 ,TEC 140 , andTEI 140 in Section 245 in the appropriate Diagnostics Manual.*
- *On tractors with radar, the radar needs to be recalibrated.*
- *The specification of the oil sight glass to be used needs to be checked and changed if necessary.*

Refer to DTAC solution 92492 for oil sight glass summary.

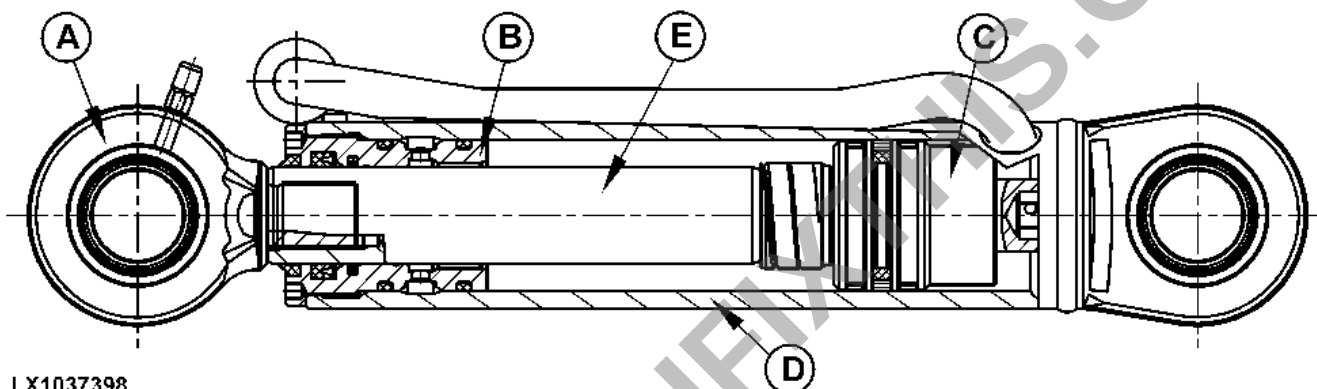
→NOTE:

For safe removal and installation of front and rear wheels, use of the KJD10581 wheel exchange cart is recommended.

[1] - Position the rear wheel to the axle with the KJD10581 wheel exchange cart.

- [4] - Using a hot air blower, heat cylinder barrel (H) at the thread on guide (G) to approx. 300 °C (580 °F).
- [5] - Slacken off guide (G) by means of a pin-type face wrench.
- [6] - Take out screw (D) and remove the washer.
- [7] - Remove retaining pin (E). See Removing Suspended Front-Wheel Drive Axle in the Technical Manual, Section 80A.
- [8] - Pull the piston rod (F) and guide (G) out of the cylinder barrel (H).

Replacing the sealing elements



LX1037398

LEGEND:

- | | |
|---|------------------------------|
| A | Bearing eye |
| B | Guide with sealing elements |
| C | Piston with sealing elements |
| D | Cylinder barrel |
| E | Piston rod |

[1] -

IMPORTANT:

Use special pads on the vise to prevent damage.

IMPORTANT:

To destroy the adhesive/locking material, use a hot-air blower to heat the area around the thread to max. 300 °C (580 °F). Pay attention to the following: Ensure an adequate supply of fresh air since fumes can be generated during the heating process. Seals and guide must be replaced after they have been warmed up. Perform the heating process in several stages, checking from time to time whether the guide can be loosened. Use a pin-type face wrench for this purpose.

Group 15 - Operator's Cab - Air Conditioning System

Operator's cab - Air conditioning system, Summary of references

Operator's cab - Air conditioning system, Summary of references

- [Air conditioning system - Special tools](#)
- [Air conditioning system - Repair specifications](#)
- [Air conditioning system - Observing A/C hose torques](#)
- [Air conditioning system - Safety at work](#)
- [Air conditioning system - Storage of refrigerant cans](#)
- [Air conditioning system - Important](#)
- [Air conditioning system - Service work](#)
- [Air conditioning system - Preventive maintenance](#)
- [Air conditioning system - Test with air conditioning service unit](#)
- [Air conditioning system - Air conditioning service unit, Filling with refrigerant oil](#)
- [Air conditioning system - Instructions for starting up the DENSO air conditioning compressor](#)
- [Air conditioning system - Leak test](#)
- [Air conditioning system - Removing the compressor](#)
- [Air conditioning system - Checking level in the compressor](#)
- [Air conditioning system - Disassembling the magnetic clutch](#)
- [Air conditioning system - Checking the clutch hub clearance](#)
- [Air conditioning system - Installing the compressor](#)
- [Air conditioning system - Removing and installing the condenser](#)
- [Air conditioning system - Removing and installing the receiver-drier](#)
- [Air conditioning system - Removing and installing the evaporator with expansion valve](#)
- [Air conditioning system - Replacing the expansion valve](#)
- [Air conditioning system - Installing the condensation drain hoses](#)
- [Air conditioning system - Removing and installing the pressurizer blower motor](#)
- [Air conditioning system - Removing and installing the cab air filters](#)
- [Air conditioning system - Removing and installing the interior filter](#)
- [Air conditioning system - Removing and installing the refrigerant pressure switch](#)
- [Air conditioning system - Removing and installing the heater valve](#)
- [Air conditioning system - Removing and installing the thermostat switch](#)
- [Air conditioning system - Removing and installing the frost switch](#)
- [Air conditioning system - Setting the Bowden cables for air distribution](#)

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