FX751 TRACTORS

WORKSHOP MANUAL

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daedong

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TABLE OF CONTENTS

CHAPTER 0 SAFETY FIRST

CHAPTER 1 GENERAL

CHAPTER 2 ENGINE

CHAPTER 4 TRANSMISSION

CHAPTER 6 REAR AXLE

CHAPTER 7 BRAKE

CHAPTER 8 FRONT AXLE

CHAPTER 9 STEERING SYSTEM

CHAPTER 10 HYDRAULIC SYSTEM

CHAPTER 11 ELECTRIC SYSTEM

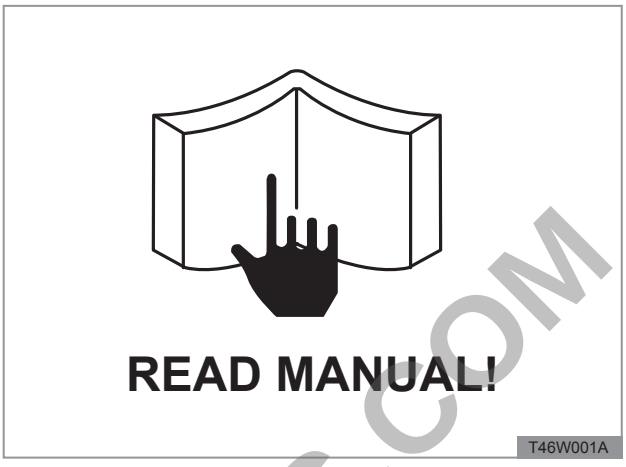
CHAPTER 12 CABIN

CHAPTER 14 INDEX

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1. FOR SAFETY

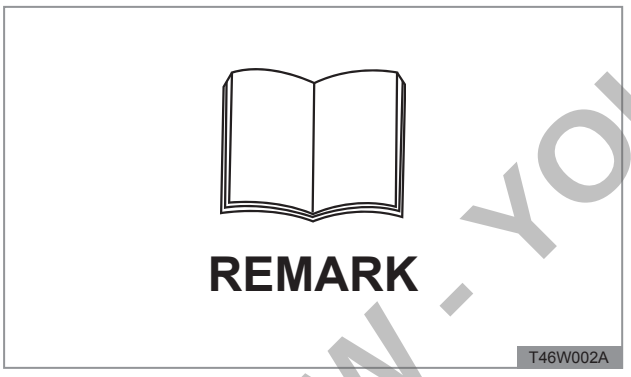
- Most accidents can be avoided if basic safety instructions and regulations are followed. Always follow the safety regulations and avoid any dangerous situation to prevent an accident.
- You can be unexpectedly injured if inspecting or servicing the tractor without full knowledge of it. Read the service manual carefully before starting servicing and follow the instructions for servicing, maintenance and inspection to prevent any injury.



1.1 ALERT SYMBOLS

In this manual, the following safety-alert symbols are used. Their meanings are as follows:

A. REMARK



- Broaden your knowledge with additionally supplied service information for optimal service.

C. CAUTION



- This mark indicates potentially hazardous situation which, if not observed, may result in serious injury.

B. IMPORTANT



- This mark indicates emphasis on information which can be confused when servicing. If this information is not carefully read and observed, the tractor cannot fully function or may be damaged.

D. WARNING



- This mark indicates hazardous situation which, if not observed, may result in death or injury.

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3. SPECIFICATIONS

Model				FX 751
Engine power gross			HP (kW)/rpm	75.8 (57) / 2,200
Engine	Model			4CG1T
	Type			4-cyl., water-cooled, turbo diesel engine
	Number of cylinder			4
	Bore and stroke		mm (in.)	98 x 100 (3.86 x 3.94)
	Total displacement		cc (cu.in.)	3,318 (202.4)
	Roted revolution		rpm	2,200
	Injection timing			BTDC 16.5°
	Injection order			1-3-4-2
	Compression ratio			19.3:1
	Lubricating system			Forced lubrication by trochoid pump
	Cooling system			Pressurized radiator, Forced circulation with water pump
	Alternator			12V 65AH
	Fuel tank		ℓ (U.S.gal.)	Diesel 80 (21.1)
Dimen-sions	Overall length (with 3p & front weight)		mm (in.)	3,972 (156.4)
	Overall width (minimum tread)		mm (in.)	1,920 (75.6)
	Overall height (Top of CAP)		mm (in.)	2,530 (99.6)
	Wheel base		mm (in.)	2,102 (82.8)
	Min. ground clearance		mm (in.)	435 (17.1)
	Tread	Front	mm (in.)	1,485 (58.5)
		Rear	mm (in.)	1,550 (61.0)
Traveling system	Tire size (Standard tire size)	Front		11.2 - 24
		Rear		16.9 - 30
	Clutch			Hydraulic (wet multi discs)
	Steering			Full hydraulic
	Transmission			Synchronized shuttle and transmission (24 forward and 24 reverse speeds)
	Brake	Traveling		Wet disc type
		Parking		Connected with the traveling brake
	Differential			Spiral bevel gear
Hydraulic system	Hydraulic lift control system			Position, draft and mixed control
	Pump capacity			Main pump: 42 ℓ/min (1.48 ft^3/min) Power steering pump: 38 ℓ/min (1.34 ft^3/min)
	Three point link			Category II
	Maximum lifting capacity		kg (lbs)	2,100 (1,204)
	No. of standard remote valves			Remote control valve 2ea, port 4ea (Option: Joy-stick valve)
PTO	PTO shaft			35 mm x 6 splines
	Revolution (independent PTO)	1st	(rpm)	540 / 2,600
		2nd	(rpm)	750 / 2,600
		3rd	(rpm)	1,000 / 2,600
Min. turning Radius (without brake)			mm (in.)	2,730 (107.5)
Traction system				Draw-Bar (clevis)
Weight (Cap)			kg (lbs)	3,069 (6,766)
Traveling speed (at rated engine speed with Std. tires)		Forward	km/h (mile/h)	0.38 ~ 25.51 (0.236 ~ 15.851)
		Reverse	km/h (mile/h)	0.31 ~ 21.11 (0.192 ~ 13.117)

NOTES: The specifications are subject to change for the purpose of improvement without any notice.

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7. TIGHTENING TORQUES

7.1 GENERAL USE SCREWS, BOLTS AND NUTS

Screws, bolts and nuts whose tightening torques are not specified in this workshop manual should be tightened according to the table below.

Mark on bolt head	4 No-grade or 4T						7 7T						9 9T		
Material of bolt	SS400, S20C						S43C, S48C						SCr435, SCM435		
Material of steel or gray iron part	Steel or gray iron			Aluminum			Steel or gray iron			Aluminum			Steel or gray iron		
Code \ Unit	Nm	kgf-m	lb-ft	Nm	kgf-m	lb-ft	Nm	kgf-m	lb-ft	Nm	kgf-m	lb-ft	Nm	kgf-m	lb-ft
M6 (6 mm, 0.24 in.)	7.85 ~ 9.31	0.80 ~ 0.95	5.79 ~ 6.87	7.85 ~ 8.82	0.80 ~ 0.90	5.79 ~ 6.50	9.81 ~ 11.2	1.00 ~ 1.15	7.24 ~ 8.31	7.85 ~ 8.82	0.80 ~ 0.90	5.79 ~ 6.50	12.3 ~ 14.2	1.25 ~ 1.45	9.05 ~ 10.4
M8 (8 mm, 0.31 in.)	17.7 ~ 20.5	1.8 ~ 2.1	13.1 ~ 15.1	16.7 ~ 19.6	1.7 ~ 2.0	12.3 ~ 14.4	23.6 ~ 27.4	2.4 ~ 2.8	17.4 ~ 20.2	17.7 ~ 20.5	1.8 ~ 2.1	13.1 ~ 15.1	29.5 ~ 34.3	3.0 ~ 3.5	21.7 ~ 25.3
M10 (10 mm, 0.39 in.)	39.3 ~ 45.1	4.0 ~ 4.6	29.0 ~ 33.2	31.4 ~ 34.3	3.2 ~ 3.5	23.2 ~ 25.3	48.1 ~ 55.8	4.9 ~ 5.7	35.5 ~ 41.2	39.3 ~ 44.1	4.0 ~ 4.5	29.0 ~ 32.5	60.9 ~ 70.6	6.2 ~ 7.2	44.9 ~ 52.0
M12 (12 mm, 0.47 in.)	62.8 ~ 72.5	6.4 ~ 7.4	46.3 ~ 53.5				77.5 ~ 90.2	7.9 ~ 9.2	57.2 ~ 66.5	62.8 ~ 72.5	6.4 ~ 7.4	46.3 ~ 53.5	103 ~ 117	10.5 ~ 12.0	76.0 ~ 86.7
M14 (14 mm, 0.55 in.)	108 ~ 125	11.0 ~ 12.8	79.6 ~ 92.5				124 ~ 147	12.6 ~ 15.0	91.2 ~ 108				167 ~ 704	17.0 ~ 20.0	123 ~ 144
M16 (16 mm, 0.63 in.)	167 ~ 191	17.0 ~ 19.5	123 ~ 141				197 ~ 225	20.0 ~ 23.0	145 ~ 166				260 ~ 304	26.5 ~ 31.0	192 ~ 224
M18 (18 mm, 0.71 in.)	246 ~ 284	25.0 ~ 29.0	181 ~ 209				275 ~ 318	28.0 ~ 32.5	203 ~ 235				344 ~ 402	35.0 ~ 41.0	254 ~ 296
M20 (20 mm, 0.79 in.)	334 ~ 392	34.0 ~ 40.0	246 ~ 289				368 ~ 431	37.5 ~ 44.0	272 ~ 318				491 ~ 568	50.0 ~ 58.0	362 ~ 419

7.2 STUD BOLTS

Material of steel or gray iron part	Steel or gray iron			Aluminum		
Diameter \ Unit	Nm	kgf-m	lb-ft	Nm	kgf-m	lb-ft
M8 (8 mm, 0.31 in.)	11.6 ~ 15.6	1.2 ~ 1.6	8.68 ~ 11.5	8.82 ~ 11.6	0.90 ~ 1.2	6.51 ~ 8.67
M10 (10 mm, 0.39 in.)	24.6 ~ 31.3	2.5 ~ 3.2	18.1 ~ 23.1	19.7 ~ 25.4	2.0 ~ 2.6	14.5 ~ 18.8
M12 (12 mm, 0.47 in.)	29.5 ~ 49.0	3.0 ~ 5.0	21.7 ~ 36.1	31.4	3.2	23.1

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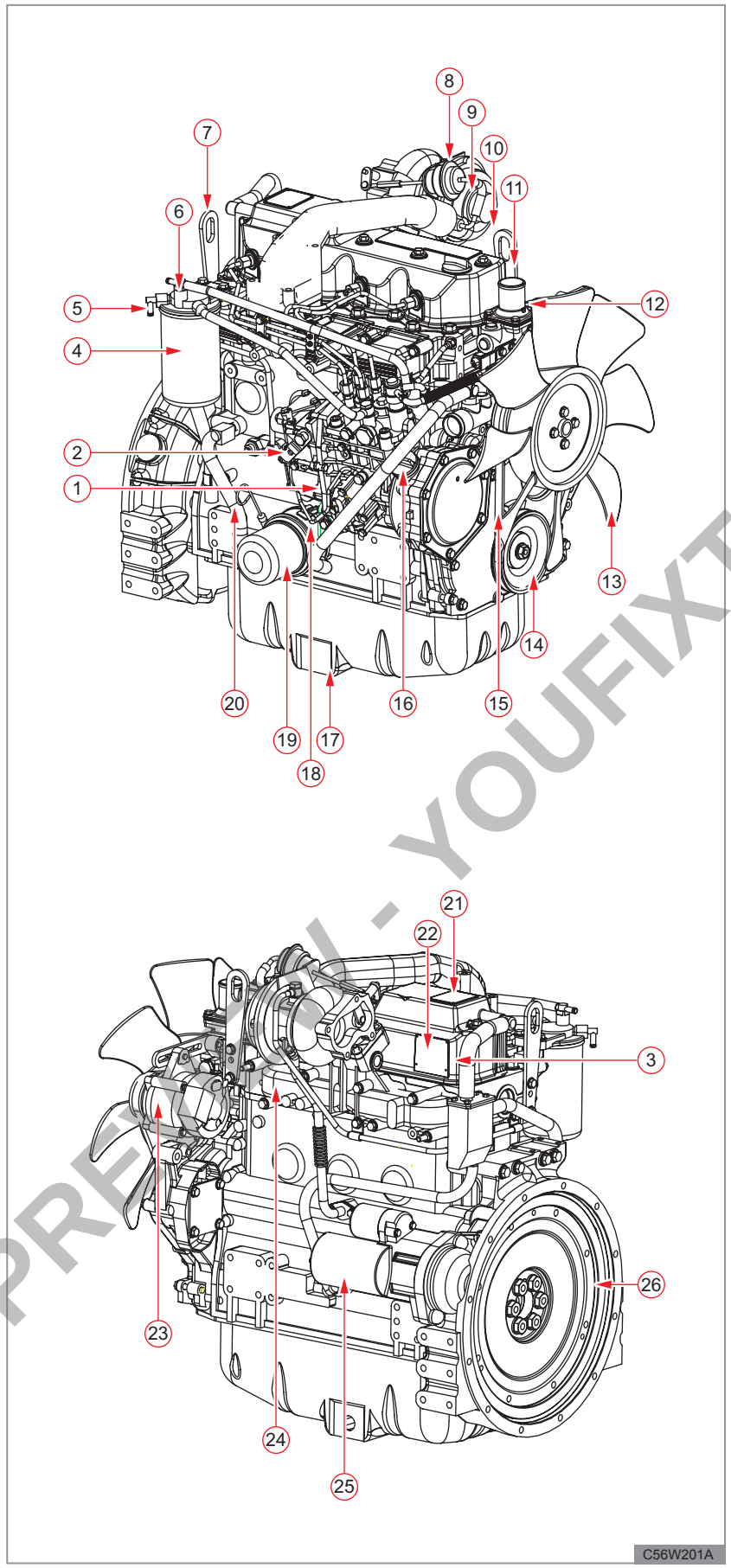
5. MAINTENANCE

5.1 SERVICE INTERVALS

No.	Period		Indication on hour meter																Since then
			50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	800	
1	Engine oil	Change	⊙				○					○					○		Every250Hr
2	Engine oil filter	Replace	⊙				○					○		○			○	○	Every250Hr
3	Hydraulic oil filter	Replace	⊙			○				○				○				○	Every200Hr
4	Transmission fluid	Replace	⊙					○						○				○	Every300Hr
5	Brake oil	Change	⊙									○							Every300Hr
6	Front axle case oil	Change	⊙							○								○	Every400Hr
7	Front axle pivot	Change												○					Every600Hr
8	Greasing	-	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	Every50Hr
9	Engine start system	Check	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	Every50Hr
10	Wheel bolt torque	Check	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	Every50Hr
11	Battery condition	Check		○		○		○		○		○		○		○		○	Every100Hr
12	Air cleaner element	Clean		○		○		○		○		○		○		○		○	Every100Hr
		Replace																	Every1year
13	Fuel filter element	Clean	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	Every50Hr
		Replace								○									Every400Hr
14	Fan belt	Adjust		○		○		○		○		○		○		○		○	Every100Hr
15	Clutch	Adjust		○		○		○		○		○		○		○		○	Every100Hr
16	Brake	Adjust	⊙	○		○		○		○		○		○		○		○	Every100Hr
17	Radiator hose and clamp	Check				○				○				○				○	Every200Hr
		Change																	Every2years
18	Power steering oil line	Check				○				○				○				○	Every200Hr
		Change																	Every2years
19	Fuel line	Check		○		○		○		○		○		○		○		○	Every100Hr
		Replace																	Every2years
20	Intake air line	Check				○				○				○				○	Every200Hr
		Replace																	Every2years
21	Toe-in	Adjust				○				○				○				○	Every200Hr
22	Engine valve clearance	Adjust																	Every1000Hr
23	Cooling system	Flush																	Every2years
24	Coolant	Change																	Every2years
25	Fuse	Replace																	Service as required
26	Light bulb	Replace																	

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1. ENGINE EXTERNAL VIEWS



COMPONENTS

(1) Fuel injection pump
(2) Governor lever
(3) Inlet manifold
(4) Fuel filter
(5) Fuel oil inlet
(6) Fuel filter mounting
(7) Lifting eye
(8) Waste-gate actuator
(9) Turbocharger
(10) Air intake port [from air cleaner]
(11) Lifting eye
(12) Cooling water pump
(13) Cooling fan
(14) Crank shaft V-pulley
(15) V-belt
(16) Filler port (engine oil)
(17) Drain plug (engine oil)
(18) Engine oil cooler (4CG1T)
(19) Engine oil filter
(20) Dipstick (engine oil)
(21) Engine name plate
(22) Rocker arm cover
(23) Alternator
(24) Exhaust manifold
(25) Starter
(26) Flywheel

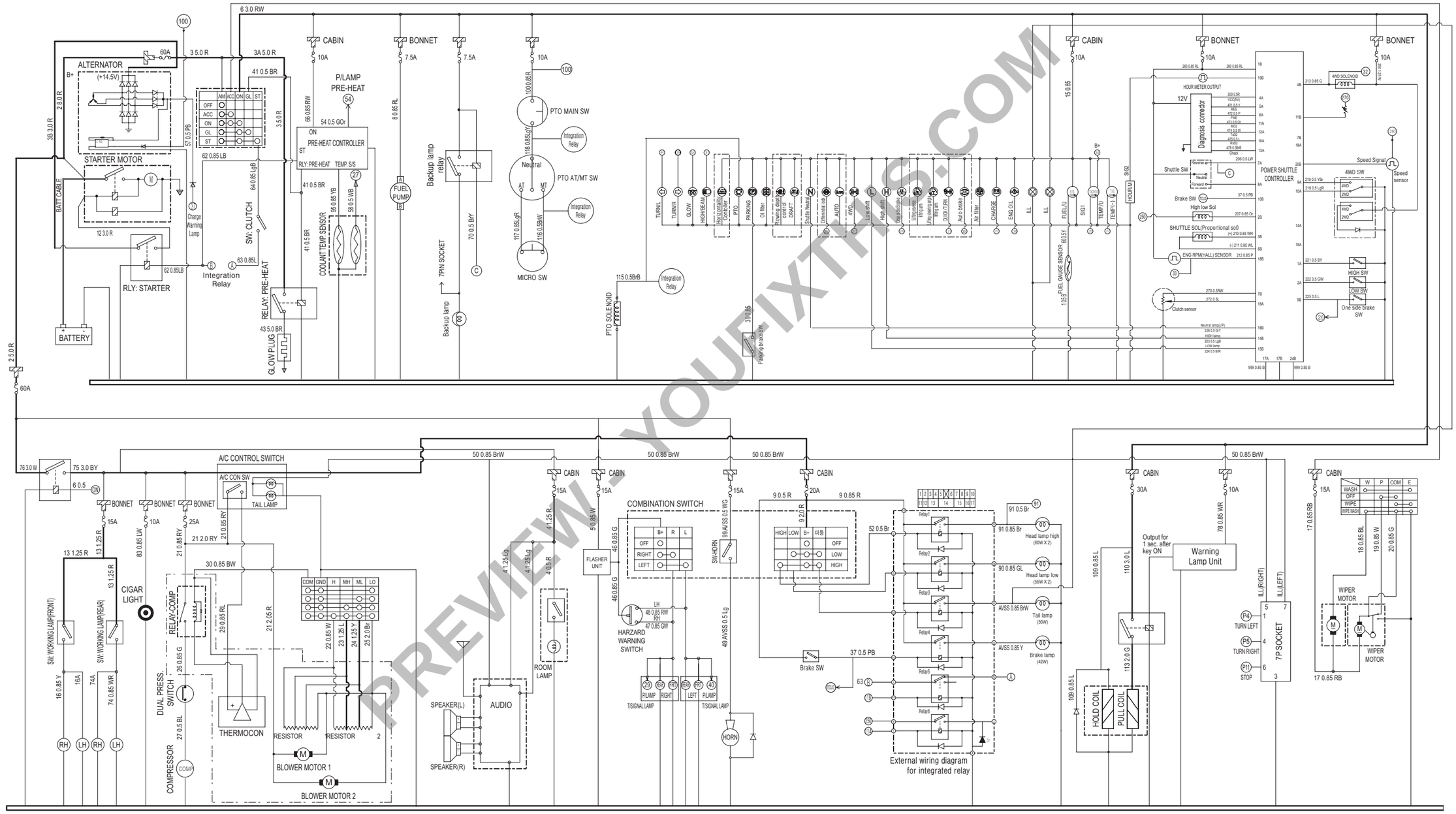
NOTICE

This illustration shows the 4CG1T engine (with turbocharger).

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2. WIRING OVERVIEW

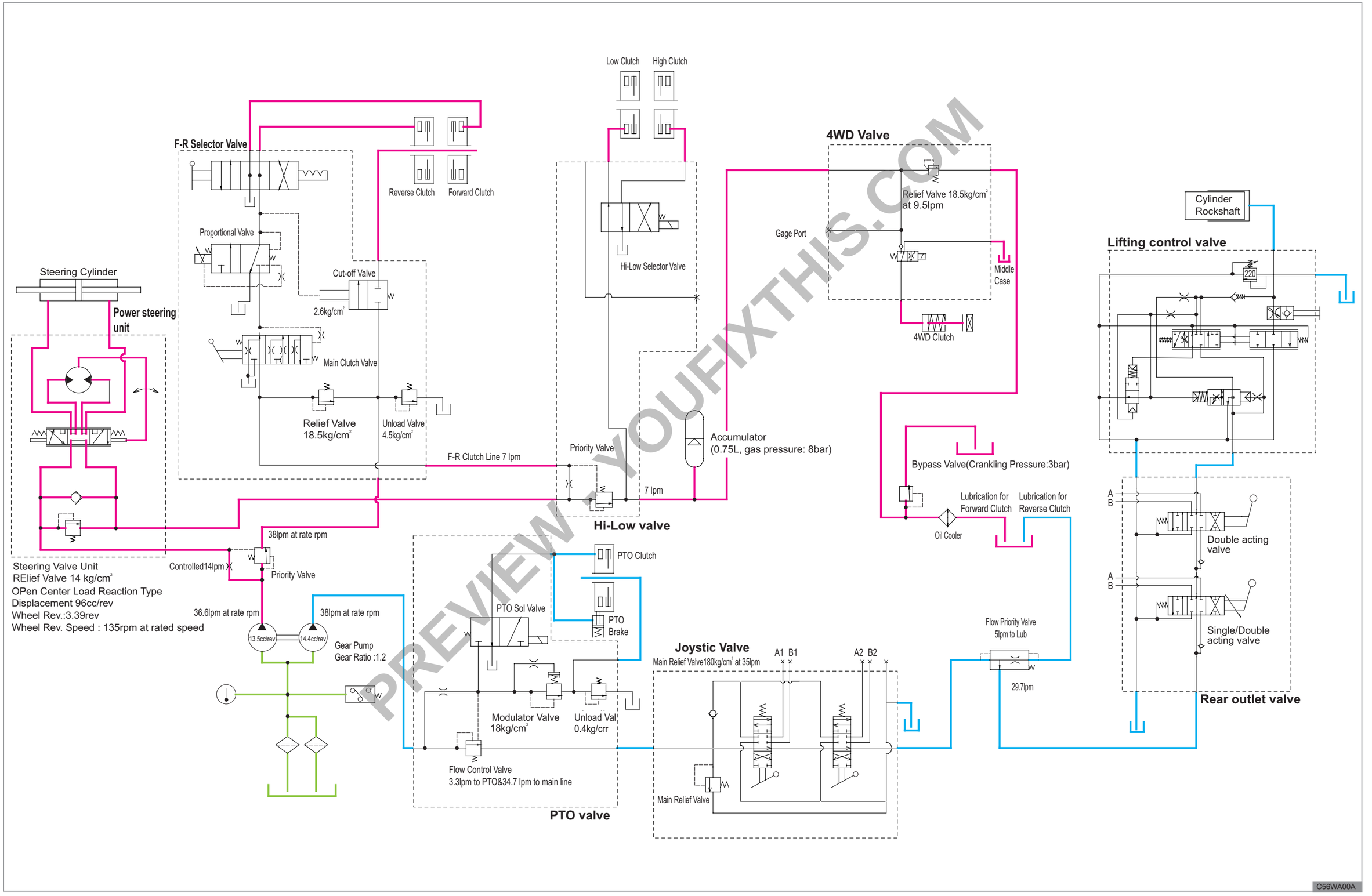
2.1 CIRCUIT DIAGRAM



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C56WB19A

1.2 CIRCUIT DIAGRAM OF HYDRAULIC LINES



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C56WA00A

4.2 QUICK REFERENCE TABLE FOR TROUBLESHOOTING

The following table summarizes the general trouble symptoms and their causes. If any trouble symptom occurs, take corrective action before it becomes a serious problem so as not to shorten the engine service life.

Cause \ Trouble symptom					Starting failure				Insufficient engine output				Poor exhaust color			Abnormal engine sound	Uneven combustion sound	Hunting		Large engine vibration	Difficulty in returning to low speed	Excessive fuel consumption	Lubricating oil				Much blow-by gas	Cooling water		Air intake		Exhaust temperature rise
					Engine does not start.	Exhaust smoke	Engine starts but stops soon.		Exhaust color				During work					During idling	During work				Excessive consumption	Dilution by fuel oil	Mixture with water	Low L.O. pressure			Overheat	Low water temperature	Pressure drop	Pressure rise	
						None	Little	Much	Ordinary	White	Black		White	Black																			
				Corrective action																												
Engine system			Improper clearance of intake/exhaust valve		O	O			O							O														O		O
			Compression leakage from valve seat						O				O			O						O								O		O
			Seizure of intake/exhaust valve		O			O	O				O			O				O							O				O	
			Blowout from cylinder head gasket						O															O								
			Seized or broken piston ring		O			O		O			O			O		O		O			O	O				O				
			Worn piston ring, piston or cylinder		O			O		O			O										O	O								
			Seized crankpin metal or bearing		O	O										O		O	O	O												
			Improper arrangement of piston ring joints			O					O																					
			Reverse assembly of piston rings								O			O																			
			Worn crankpin and journal bearing						O							O		O	O	O												
			Loosened connecting rod bolt													O																	
			Foreign matter trapped in combustion chamber		O								O			O						O										
			Excessive gear backlash													O																	
			Worn intake/exhaust valve guide							O												O											
			Defective governor		O													O	O	O	O												
			Improper open/close timing of intake/exhaust valves		O					O			O	O		O																	
Turbocharger			Fouled blower							O				O																			
			Waste gate malfunction								O			O																			
			Worn floating bearing							O					O																		

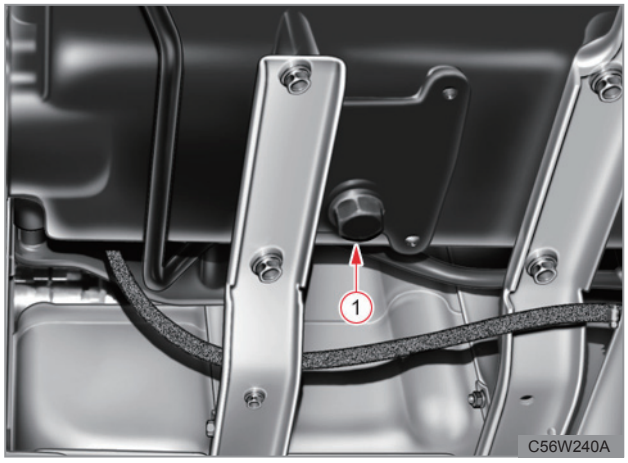
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6. DISASSEMBLY, INSPECTION AND REASSEMBLY OF ENGINES

6.1 ENGINE REMOVAL AND INSTALLATION

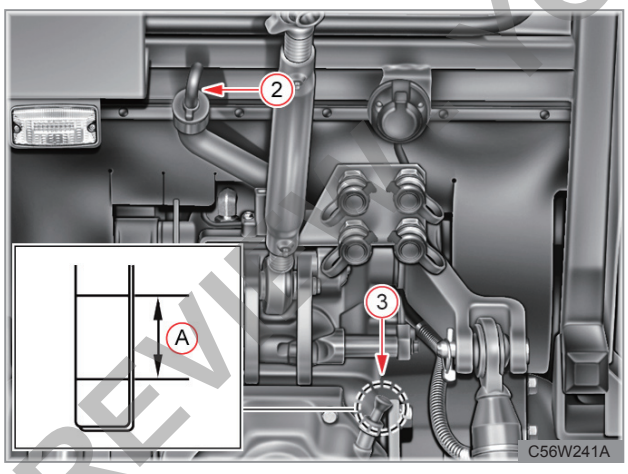
6.1.1 TRANSMISSION FLUID DRAINING AND REPLENISHMENT

A. DRAINING



1. Underlay the oil pan under the transmission.
2. Remove the drain plug (1) and filling plug (2) to drain the fluid.
3. After draining, install the plugs again.

B. REPLENISHMENT

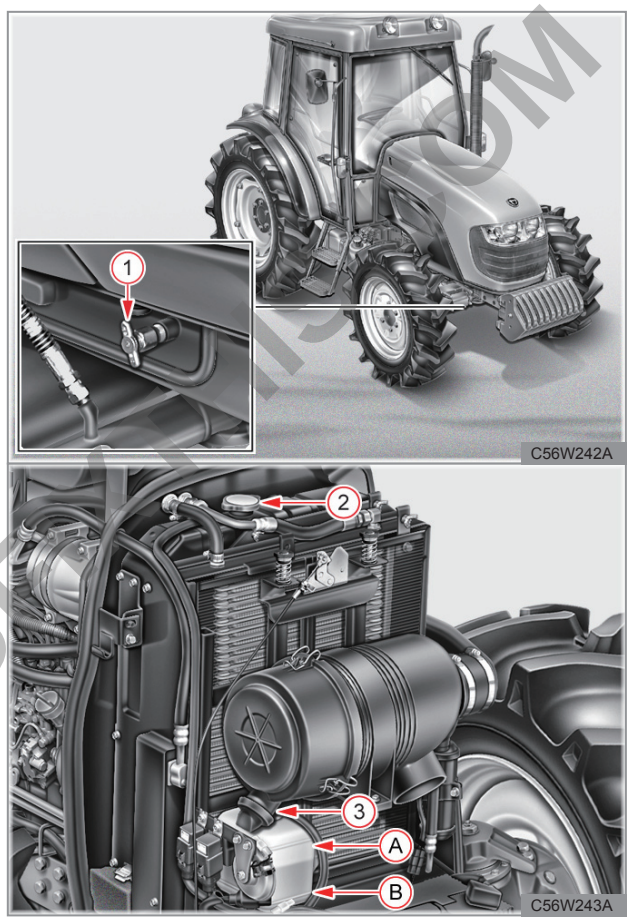


1. Remove the filling plug (2) and add fluid up to the max. limit of the fluid gauge (3).
2. Run the engine for a few minutes and stop the engine. Then, check the transmission fluid level and add more fluid if necessary.

- **Fluid capacity: 68 ℓ (18.0 U.S.gal.)**
- **A: The fluid level should be between the max. and min. limits.**

6.1.2 COOLANT DRAINING AND REPLENISHMENT

A. DRAINING



WARNING

- **Do not remove the radiator cap while coolant is hot.**
- **Unscrew the cap a little to release the pressure before removing the cap completely.**

1. Stop the engine and cool down coolant.
2. Open the bonnet and remove the cap (2) and drain cork (1) of the radiator to drain the coolant.
3. After draining the coolant completely, install the drain cork (1).

B. REPLENISHMENT

1. Fill the radiator with coolant.
2. Fill the reservoir tank (3) with coolant until the level is between Full (A) and Low (B).

- **Coolant capacity: 8.9 ℓ (2.35 U.S.gal.)**

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5.8 EVERY 250 HOURS

5.8.1 CHANGING ENGINE OIL

(Refer to "5.4.1 Changing Engine Oil" in this chapter.)

5.8.2 REPLACING ENGINE OIL FILTER

(Refer to "5.4.2 Replacing Engine Oil Filter" in this chapter.)

5.9 EVERY 300 HOURS

5.9.1 CHANGING TRANSMISSION FLUID

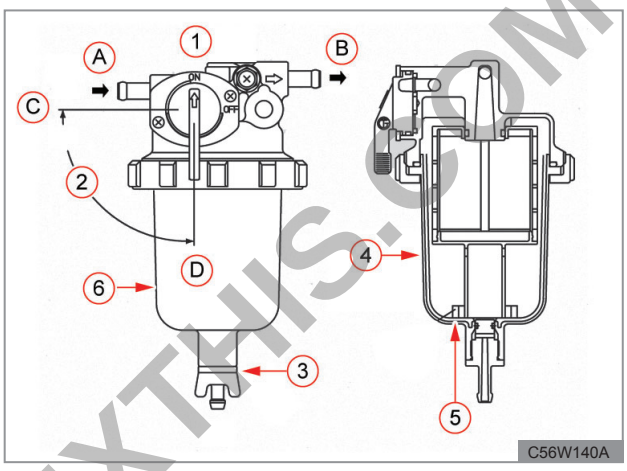
(Refer to "5.4.4 Changing Transmission Fluid" in this chapter.)

5.10 EVERY 400 HOURS

5.10.1 CHANGING FRONT AXLE CASE OIL

(Refer to "5.4.5 Changing Front Axle Case Oil" in this chapter.)

5.10.2 CLEANING OIL SEPARATOR



(1) Bleeding bolt
(2) Fuel cork
(3) Drain cork
(4) Cup
(5) Float ring
(6) Oil separator
(A) Inlet
(B) Outlet
(C) Closed
(D) Open

Clean the oil separator element and inner cup with clean fuel periodically.

1. Prepare a container for drained fluid.
2. Lock the fuel cork (2).
3. Remove the drain plug (3) and drain the fluid.
4. Turn the fixing ring counterclockwise and remove the cup (4).
5. Clean the element and inner cup with clean fluid. If damaged, replace them with new ones.
6. After inserting the element to the bracket (O-ring) and installing the float ring (5) to the cup, install them to the bracket by turning the fixing ring clockwise.

Tightening torque ..... 14.7 ~ 19.6 Nm
1.5 ~ 2.0 kgf-m
10.8 ~ 14.4 lb-ft

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A. DISASSEMBLY PROCEDURE

Disassemble in the order of the numbers in the illustration.

1. Perform steps 1 to 12 in the cylinder head disassembly procedure.
2. Perform steps 1 to 12 in the gear train disassembly procedure.
3. Remove the oil pan. (See point 1)
4. Remove the lubricating oil suction pipe.
5. Remove the piston w/rod. (See point 3)
6. Remove the mounting flange. (See point 2)
7. Remove the bearing metal caps. (See point 4)
8. Remove the crankshaft. (See point 5)
9. Remove the tappets.
10. Remove the pistons and rings. (See point 6)
11. Remove the oil seal from the mounting flange. (See "oil seal replacement (flywheel housing side)" on page 2-78.)

B. REASSEMBLY PROCEDURE

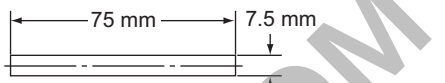
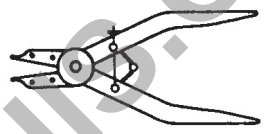
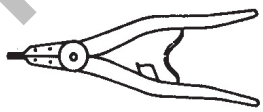
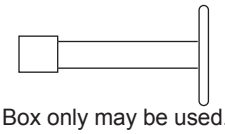
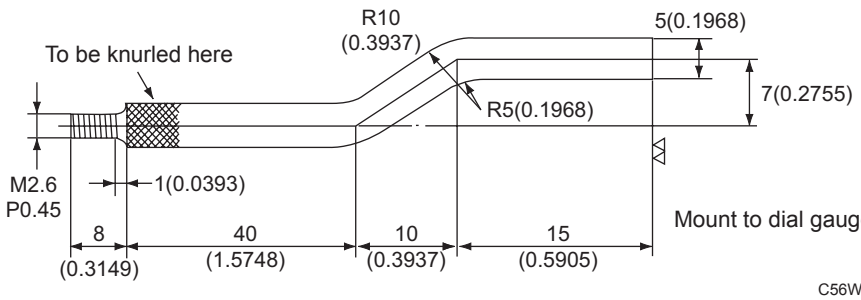
Reverse order of the disassembly procedure.

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7.6 DISASSEMBLY PROCEDURE

7.6.1 PREPARATION FOR DISASSEMBLY

In addition to the general tools, the following special tools are required for turbocharger disassembly and reassembly:

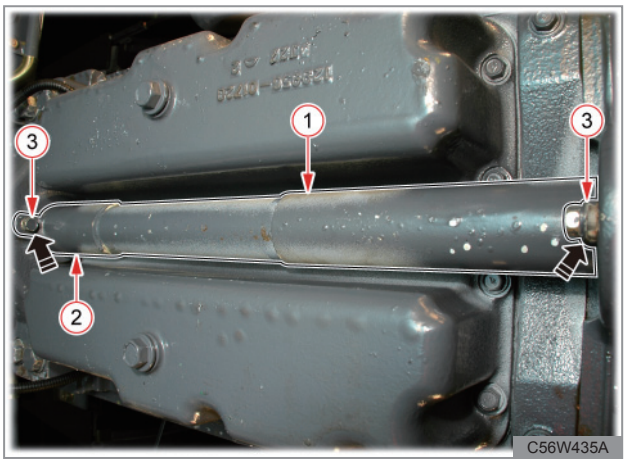
Tool name	Use	Illustration
Bar	For removing thrust bearing and thrust bushing	 Material: Copper or brass C56W2K1A
Pliers	For removing floating bearing circlip	 C56W2K2A
Pliers	For removing seal ring	 Item sold on market C56W2K3A
Torque driver for TORX bolt (multifunctional type) 0.5 ~ 4.9 Nm (0.05 ~ 0.49 kgf-m, 0.36 ~ 3.61 lb-ft)	For thrust bearing installation (for M3): 1.3 Nm (13 kgf-m, 2.21 lb-ft) For seal plate installation (for M3): 1.3 Nm (13 kgf-m, 2.2 1lb-ft)	 (Type: TORX TT20 or equivalent) C56W2K4A
Box wrench	For fixing turbine shaft (mm × dodecagonal)	 Box only may be used. C56W2K5A
Torque wrench (single purpose)	For following bolts and nuts: M8: mm, Nm (kgf-m, lb-ft) M5: mm, Nm (kgf-m, lb-ft) M5: mm, Nm (kgf-m, lb-ft)	 C56W2K6A
Probe	For measuring play in axial and radial directions: To be installed on a dial gage	mm (in.)  C56W2K7A

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5.3 DRIVE SHAFT

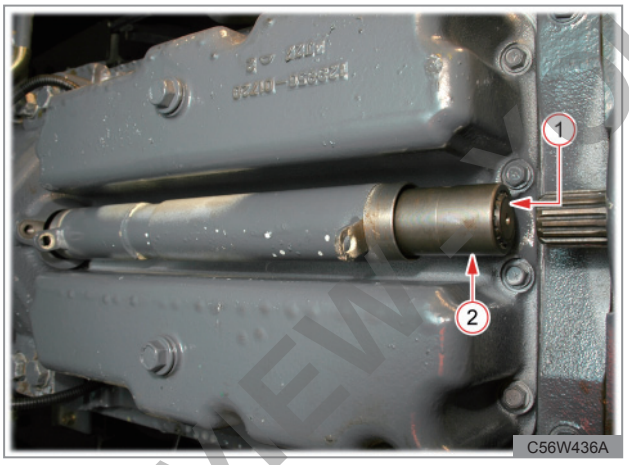
A. REMOVAL

1. Park the machine on a flat surface and apply the parking brake. Then, chock the wheels.



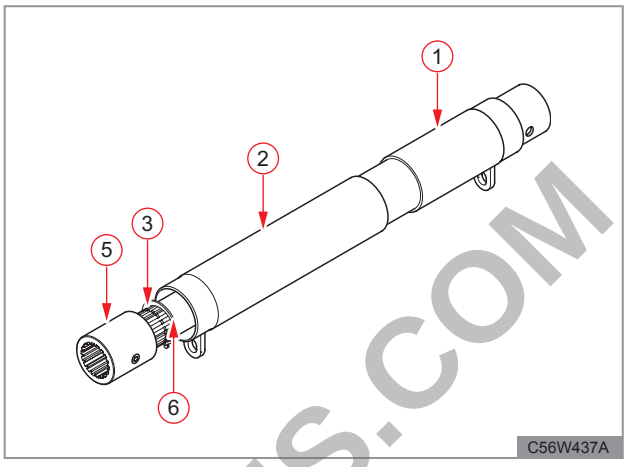
C56W435A

2. Remove the bolts (3) on the drive shaft cover 1 (1) and 2 (2) and slide the covers to one side.



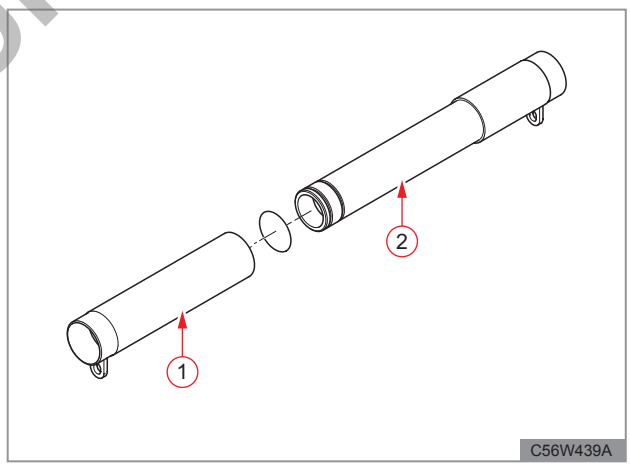
C56W436A

3. Remove the spring pin from the coupler (2) on the front wheel driver shaft 3 (1) (transmission side) and push the coupler toward the driver shaft cover.



C56W437A

4. Separate the drive shaft covers (1, 2) and front wheel drive shaft 3 (3) while removing the transmission assembly.
5. Remove the coupling (5) and snap ring (6) from the front wheel drive shaft 3 (3). Then, remove the front wheel drive shaft 3 (3) from the drive shaft covers (1, 2).



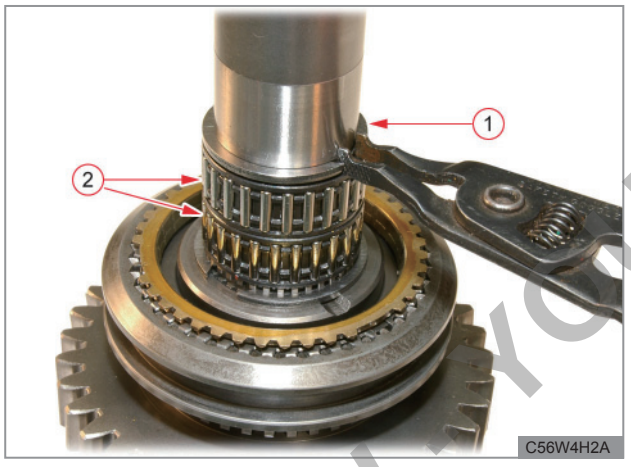
C56W439A

6. Remove the drive shaft cover 1 (1) and 2 (2).

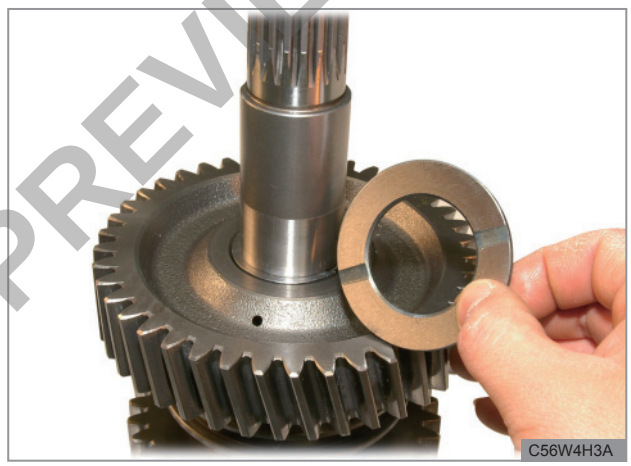
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- Check how much the shifter (1st/2nd) (1) and shift fork (1st/2nd) (2) are worn.
  Specified value: 0.1 ~ 0.3 mm (0.004 ~ 0.012 in.)
  Allowable limit: 0.7 mm (0.028 in.)



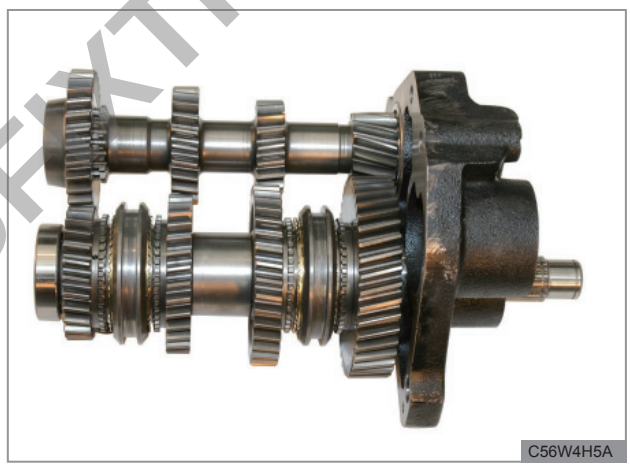
7. Install the needle bearing (2) and snap ring (1).



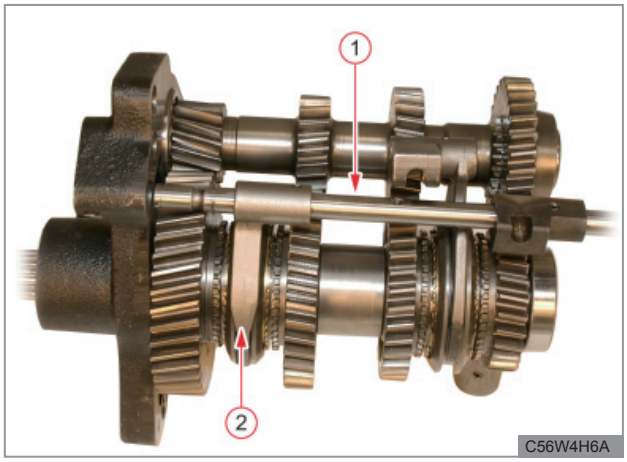
8. Install the synchronizer ring, 41T gear (1st) and thrust collar.
   - Make sure that the oil groove of the thrust collar is heading the gear.



9. Install the bearing (6208) (1).

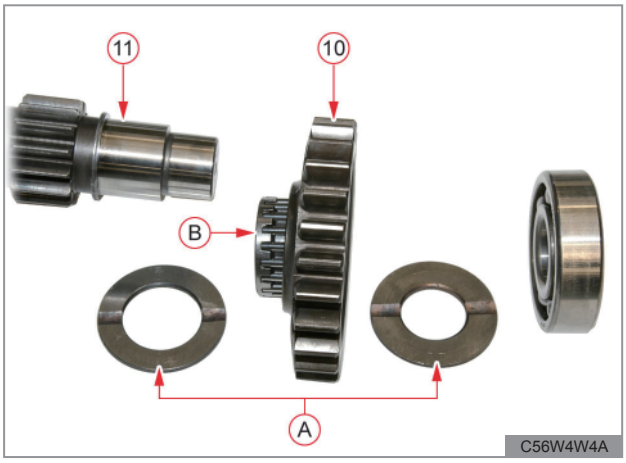


10. Install the 29-23-18-13T gear and main gear shift shaft assembly to the center plate at once.

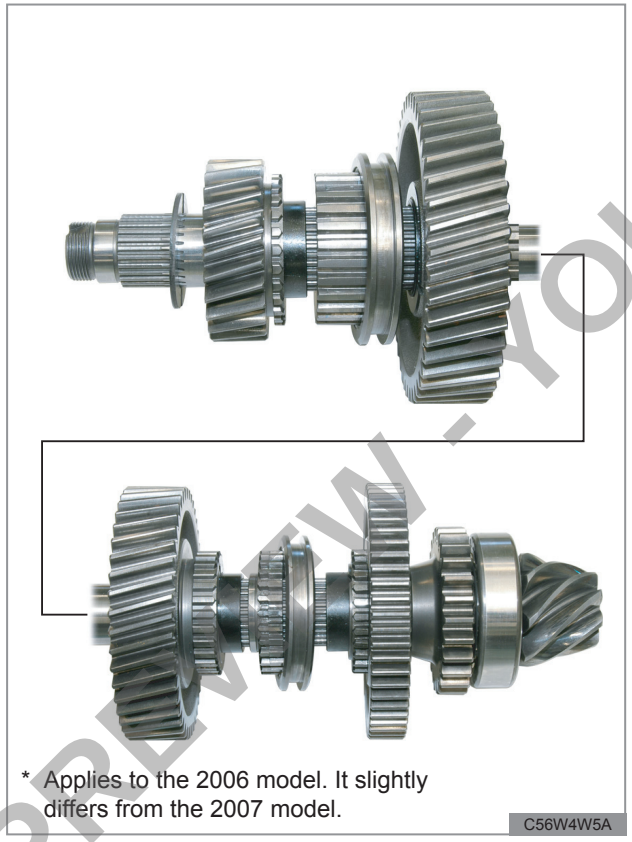


11. Install the shift fork 2 (2) to the fork rod (1st/2nd) (1) and fix it with the spring pin.
    - The opening of the spring pin should face the shaft.

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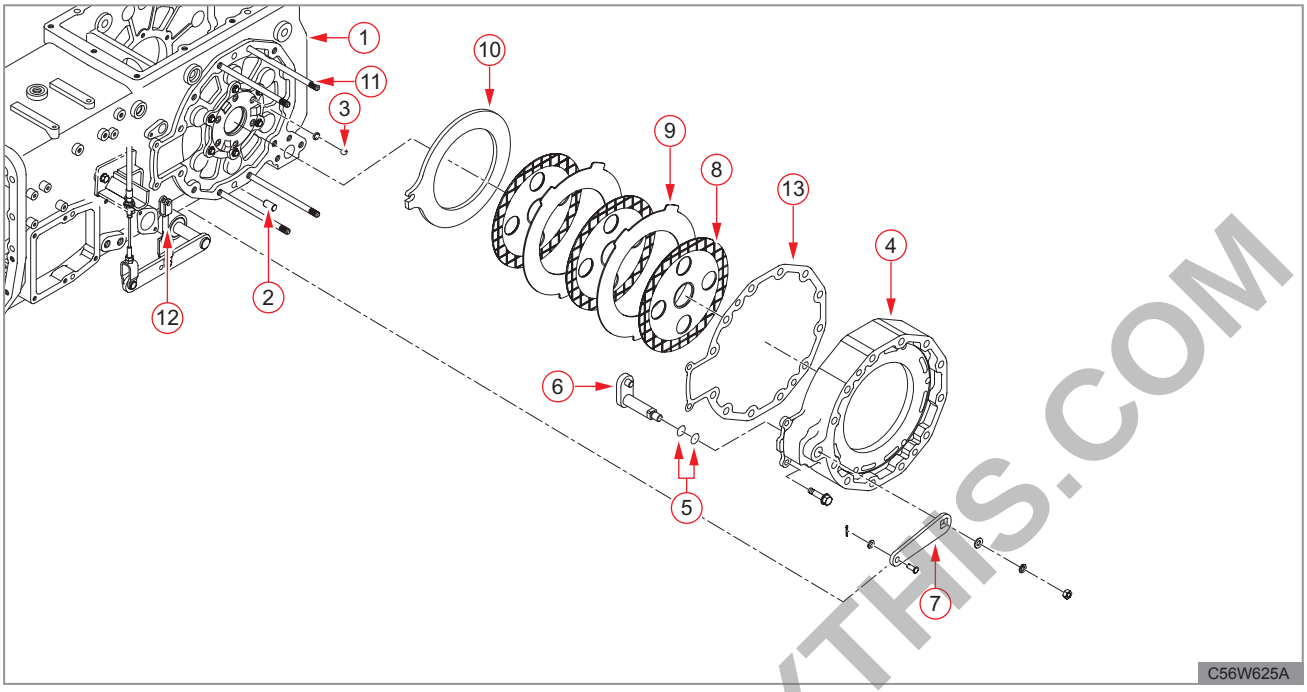
9. Remove the bearing. Then, remove the 25T gear (10), thrust collar (A) and needle bearing (B).
10. Remove the bearing from the 32-13-14T gear (11).



11. Remove the bearing (12) from the 8 spiral shaft (7) with a bearing puller. Then, remove the bearing (14) from the 25T gear (13).

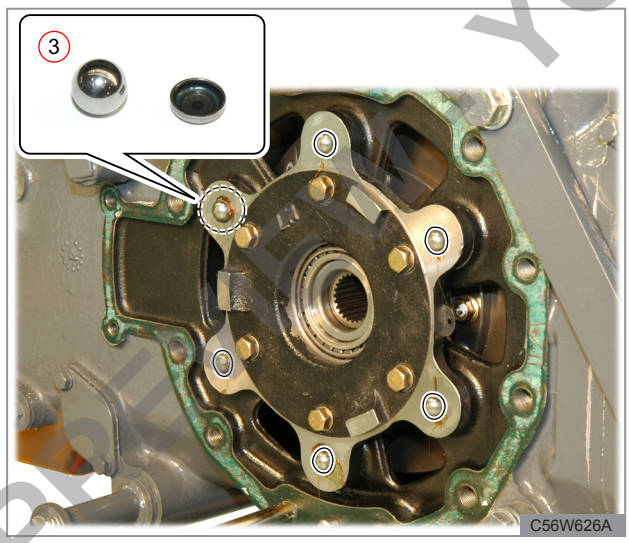
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B. ASSEMBLY

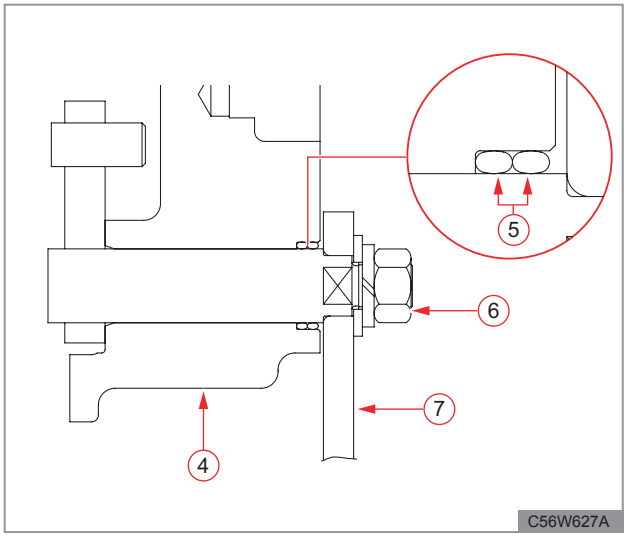


COMPONENTS

(1) Transmission case
(2) Dowel pin
(3) Steel ball
(4) Brake case
(5) O-ring
(6) Brake cam
(7) Brake cam lever
(8) Brake disc
(9) Brake disc
(10) Cam plate
(11) Stud bolt
(12) Parking brake rod



1. Install the dowel pin (2) to the transmission case (1).
2. Install six steel balls (3) and six steel ball seats to the transmission assembly.
   - Before installing them, apply grease.



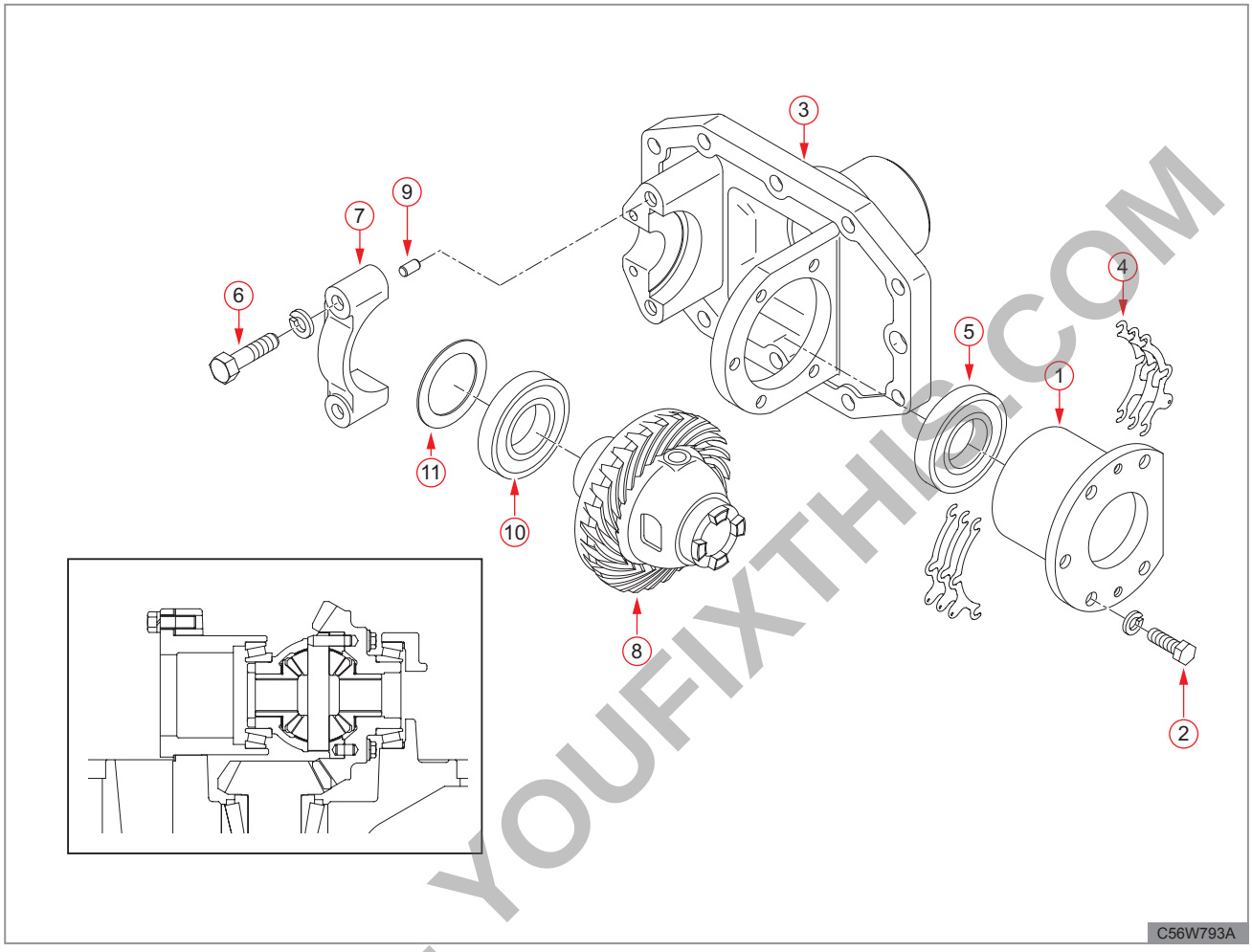
3. Insert the O-ring (5) to the brake case (4) and apply grease.
4. Install the brake cam (6) to the brake case (4).
5. Install the brake cam lever (7) to the brake cam (6).

Nut tightening torque ..... 123.5 ~ 147.0 Nm
12.6 ~ 15.0 kgf-m
91.1 ~ 108.4 lb-ft

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6.8 FRONT AXLE CASE ASSEMBLY

A. DISASSEMBLY



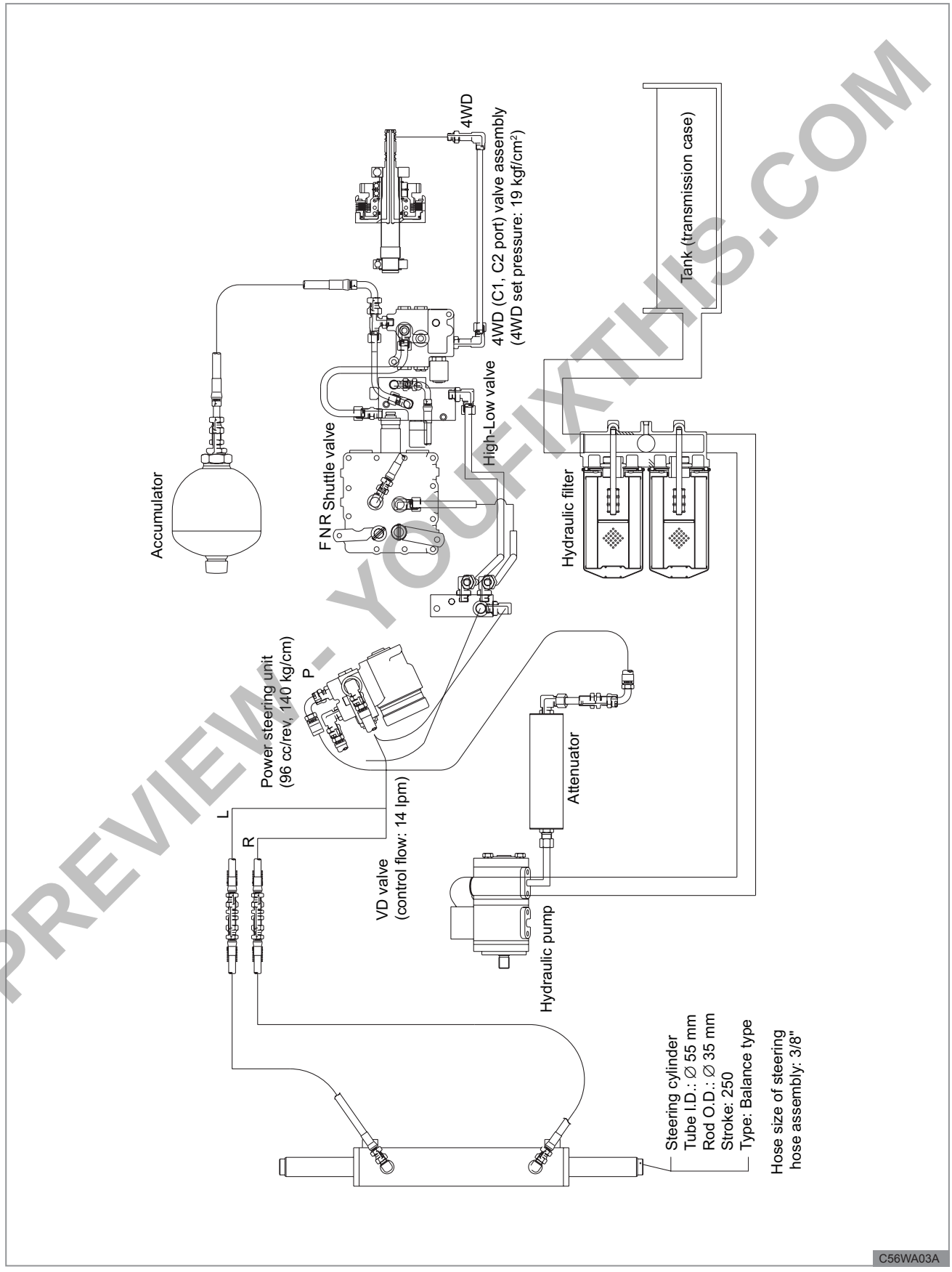
1. Unscrew the mounting bolt (2) from the front differential bearing support (1). Then, install the M8*1.25P service bolt to remove the front differential bearing support (1) and shim (4) from the front differential case (3).
2. Remove the taper roller bearing (5) outer race from the front differential bearing support (1).
3. Loosen bolt (6) and remove the case cover (7), differential case (8), dowel pin (9), taper roller bearing (10) and shim (11).
4. Remove the taper roller bearings (5, 10) from the differential case (8) using a bearing puller.

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1.3 HYDRAULIC OIL FLOW

1.3.1 HYDRAULIC STEERING LINE

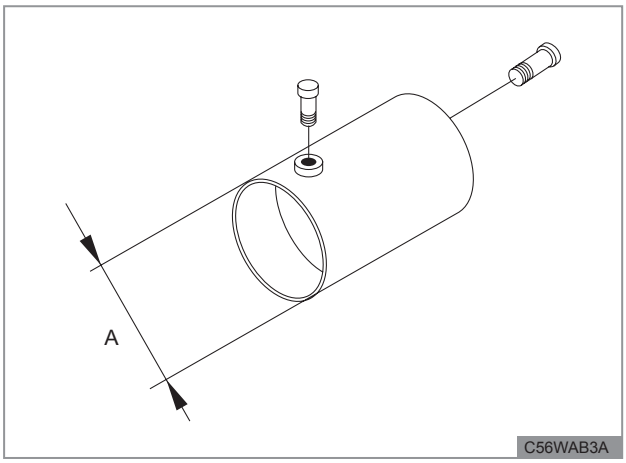
In the hydraulic steering line, the hydraulic oil is transmittedin sequence ofgear pump, attenuator, orbitrol unit, shuttle control valve, High-Low valve and 4WD valve.



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A. INSPECTION

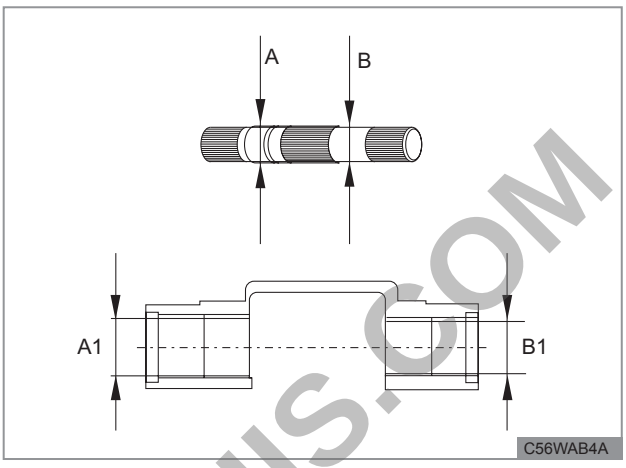
▶ HYDRAULIC CYLINDER BORE



1. Check if the inside of the cylinder is worn or damaged.
2. Using a cylinder gauge, measure the cylinder I.D.
3. If the measured value is over the standard, replace the hydraulic cylinder block.

Item		Service standard
Cylinder I.D.	Standard (A)	100 ~ 100.087 mm (3.937 ~ 3.940 in.)
	Allowable limit	100.942 mm (3.974in.)

▶ CLEARANCE BETWEEN HYDRAULIC ARM SHAFT AND BUSHING

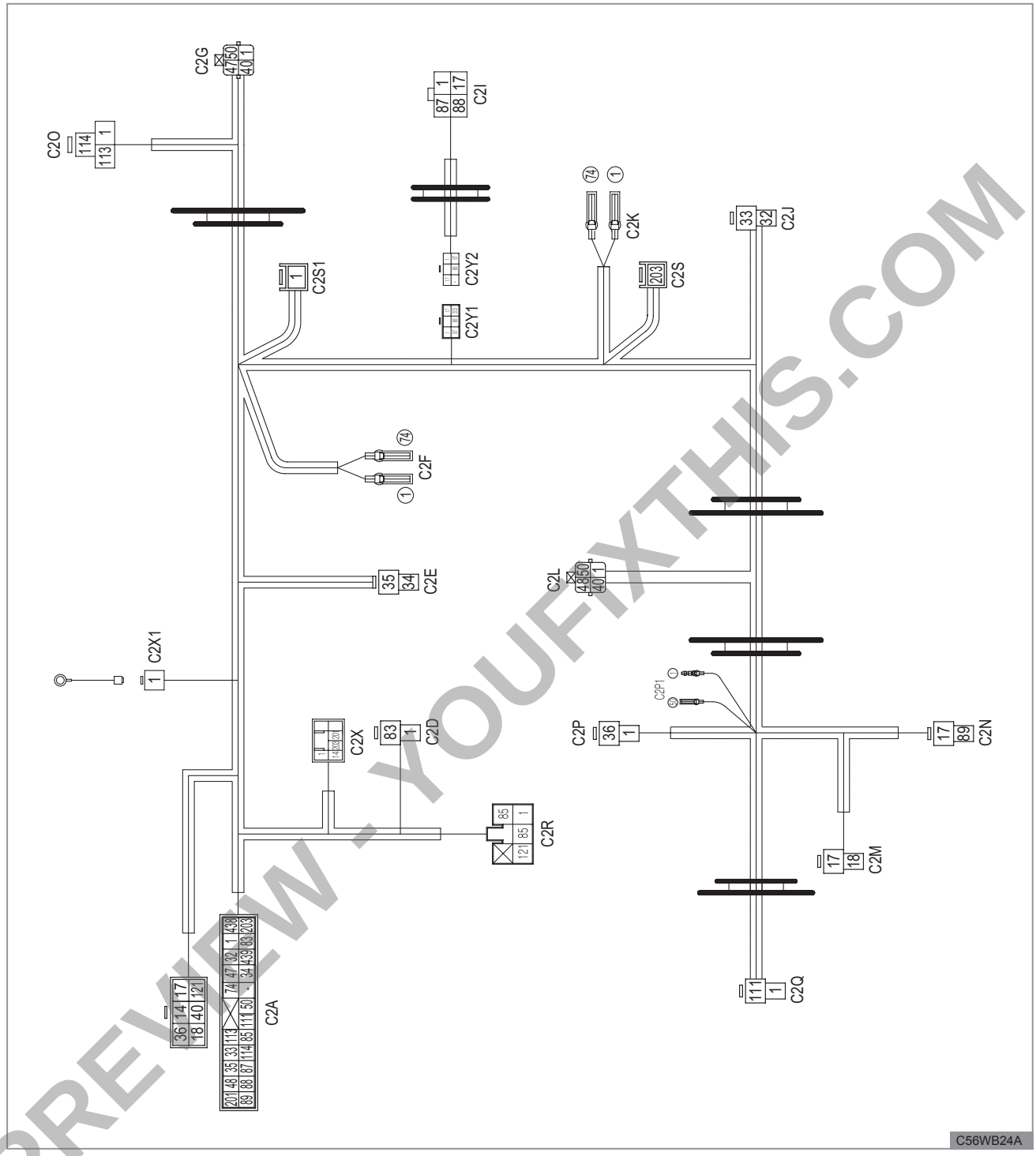


1. Measure the O.D. of the hydraulic arm shaft with an outside micrometer.
2. Measure the I.D. of the bushing with an inside micrometer and calculate the clearance.
3. If the measured clearance is out of the allowable limit, replace the bushing.

Item			Service standard
Clearance between hydraulic arm shaft and bushing	Right (A1-A)	Standard	0.03 ~ 0.17 mm (0.01 ~ 0.07 in.)
		Allowable limit	-
	Left (B1-B)	Standard	0.03 ~ 0.17 mm (0.01 ~ 0.07 in.)
		Allowable limit	-
Hydraulic arm shaft O.D.		Right (A)	54.940 ~ 54.970 mm (2.163 ~ 2.164 in.)
		Left (B)	49.940 ~ 49.970 mm (1.966 ~ 1.967 in.)
Bushing I.D. (with installed)		Right (A)	55.0 ~ 55.110 mm (2.165 ~ 2.170 in.)
		Left (B)	50.0 ~ 50.110 mm (1.969 ~ 1.973 in.)

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2.6.2 CABIN WIRING ASSEMBLY 2

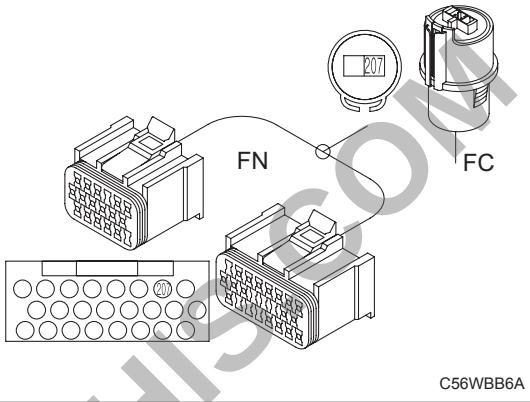


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COMPONENTS

Cabin wiring assembly 2

C2A - Cabin wiring assembly 1
C2D - Cigarette lighter jack
C2E - Speaker (RH)
C2F - Work lamp (RR, RH)
C2G - Tail lamp (RH)
C2I - Wiper motor (RR)
C2J - Speaker (RR, LH)
C2K - Work lamp (RR, LH)
C2L - Tail lamp (LH)
C2M - Washer motor (LH)
C2N - Washer motor (RR)
C2O - Implement control switch
C2P - Backup lamp
C2P1- License plate lamp
C2Q - Refrigerator
C2R - PTO lamp switch
C2S - Defogger (+)
C2S1- Defogger (-)
C2X - Defogger switch
C2X1- Body ground
C2Y1- Wiper motor wiring
C2Y2- Wiper wiring

Check point	Check method	Remarks
4. Check the High/Low solenoid	- Check that the resistance between both terminals of the High/Low solenoid is 9.79Ω ± 5%.	-
5. Check the wiring connection	- Check the connection of the power shuttle controller (FN) and High/Low solenoid (FC). Check the connection of the FN-207 terminal.	 C56WBB6A

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