DK752C/DK902C TRACTORS

WORKSHOP MANUAL

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daedong

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DK752C/DK902C

SAFETY FIRST CHAPTER 0

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4. SPECIFICATIONS

Model			DK752C	DK902C/DK90 (US)
Engine	Model		1104C - 44	1104C - 44T
	Max. power (HP/rpm)		73 / 2200	90 / 2200
	Type		Upright, 4-cylinder, water-cooled 4-cycle, direct injection type, diesel	Upright, 4-cylinder, water-cooled 4-cycle, direct injection type, turbo diesel
	Number of cylinders		4	
	Bore and stroke mm (in.)		105 x 127 (4.134 x 5.000)	
	Displacement (cc)		4,400	4,400 (turbo)
	Rated revolution (rpm)		2,200	
	Injection timing		ATDC 0°	
	Injection sequence from flywheel		1 - 3 - 4 - 2 (1: closest to flywheel)	
	Compression ratio		19.3 : 1	17.5 : 1
	Fuel tank U.S.gal (ℓ)		33.0 (125)	
Capacity	Engine crankcase U.S.gal (ℓ)		2.11 (8.0)	
	Engine coolant U.S.gal (ℓ)		5.26 (19.9)	
	Transmission case U.S.gal (ℓ)		19.55 (74)	
	Front axle differential case U.S.gal (ℓ)		1.2 (4.5)	
	Front axle case U.S.gal (ℓ)		LH: 3.5 (0.9), RH: 3.5 (0.9)	
Drive train	Tire size	Front	11.2 - 24 PR	12.4 - 24 PR
		Rear	18.4 - 30 PR	18.4 - 34 PR
	Clutch		Dry single ceramic clutch	
	Transmission	Shuttle	Synchromesh with shuttle lever	
		Main	Synchromesh	
		Range	3 + 1 (optional creeper), Non synchromesh	
		Speeds	4 x (3 + 1) → 12 x 12 (optional 16 x 16)	
	Brake	Driving	Wet multi discs with brake fluid	
		Parking	Wet multi discs	
		capacity U.S.gal (ℓ/min)	0.12 (0.47)	
Hydraulic system	Hydraulic lift control		Position, draft and Mixed control	
	Steering		Full hydraulic, Load reaction type	
	Pump capacity U.S.gal (ℓ/min)		Lifting: 11.97 (45.3) Steering: 8.37 (31.7)	
	3-point hitch		Cat.II	
	Max. lifting capacity kg (lb)		2,200 (4,850)	
	Number of attachable auxiliary hydraulic valves		2	
PTO	Type		Independent with hydraulic multi disc clutch	
	PTO shaft		SAE 1-3 / 8, 6 splines	
	Rotation speed (PTO rpm/ Engine rpm)	1st (rpm)	572/2,200, 540/2,077	
		2nd (rpm)	749/2,200, 720/2,115	
		3rd (rpm)	1,023/2,200, 1,000/2,150	
Min. turning radius (when not braked) mm (in.)			3,570 (140.55)	3,800 (149.6)
Weight (excluding ballast weight) kg (lb)			3,460 (7,628)	3,630 (8,003)
Driving speed		Forward km/h (MPH)	0.22 ~ 31.0 (0.136 ~ 19.262)	0.23 ~ 32.77 (0.142 ~ 20.362)
		Reverse km/h (MPH)	0.20 ~ 27.59 (0.124 ~ 17.143)	0.21 ~ 29.16 (0.130 ~ 18.119)
Max. drawbar vertical load kg (lb)			1,500 (3,307)	
Max. trailer pulling load kg (lb)			4,500 (9,921)	

NOTES: The specifications are subject to change without notice.

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9. TIGHTENING TORQUES

9.1 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		
Unit / Code	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

9.2 STUD BOLTS

Material of steel or gray iron part	Steel or gray iron			Aluminum		
Unit / Diameter	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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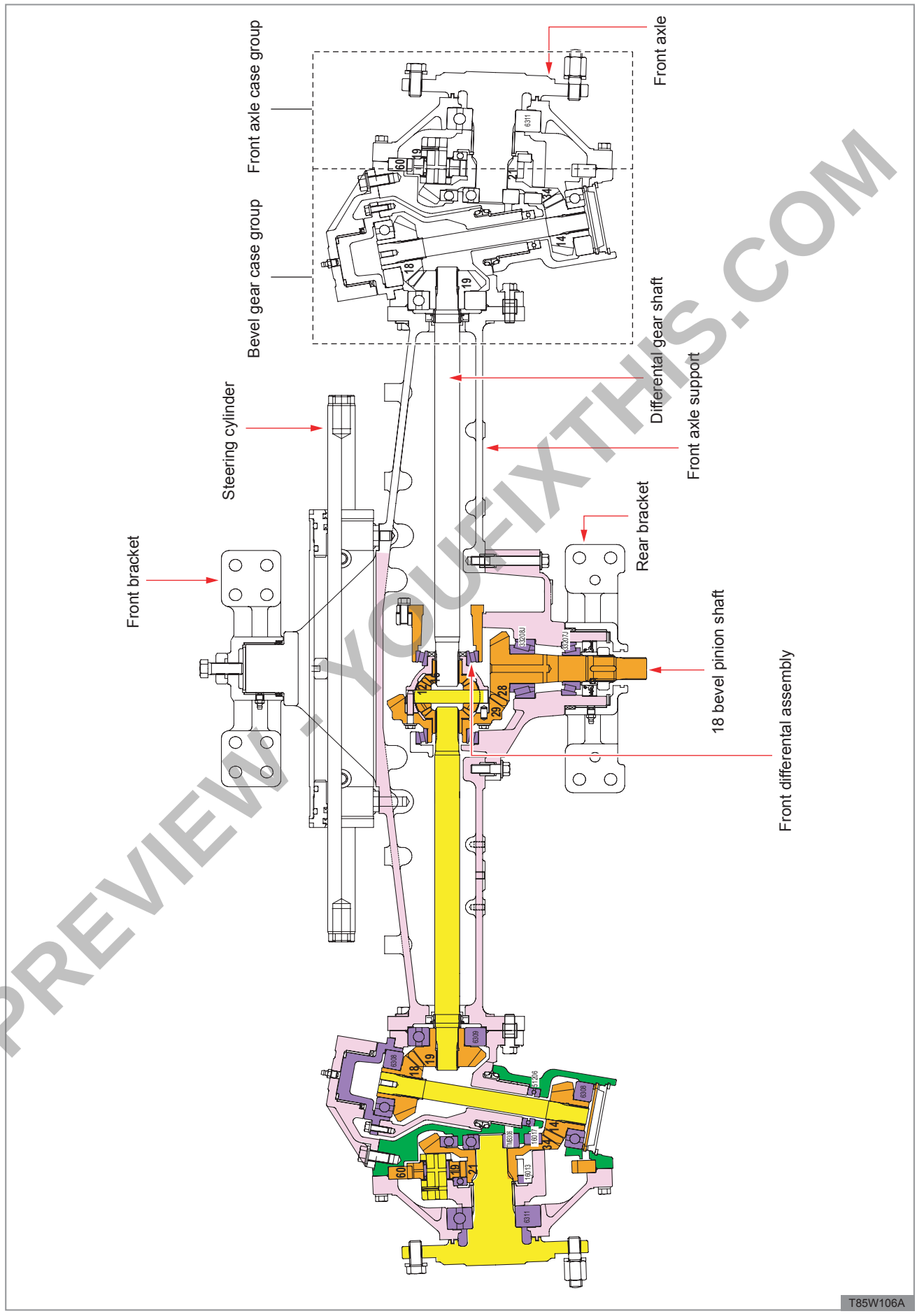
7. MAINTENANCE

7.1 MAINTENANCE SCHEDULE CHART

No.	Item \ Maintenance interval		Run hour								Run age		Remarks	
			50	100	200	400	600	800	1500	3000	1 year	2 years		
1	Engine oil	Change	⊙	●										
2	Engine oil filter	Replace	⊙		●									
3	Transmission oil filter	Replace	⊙		●									
4	HST oil filter	Replace	⊙		●									
5	Transmission fluid	Change				●								
6	Front axle oil	Change	⊙			●								
7	Front axle pivot	Adjust					●							
8	Engine start system	Check	●											
9	Greasing	Apply	●											
10	Wheel bolt torque	Check	●											
11	Battery condition	Check		●									*3	
12	Air cleaner element	Clean		●									*1	#
		Replace									●		*2	
13	Fuel filter element	Replace			●									#
14	Fan belt	Adjust		●									*3	
15	Clutch pedal free play	Adjust	⊙	●										
16	Brake pedal free play	Adjust		●										
17	Radiator hose and clamp	Check			●									
		Replace										●		
18	Power steering hose and oil line	Check			●									
		Replace										●		
19	Fuel line	Check		●										#
		Replace										●		
20	Intake air hose	Check			●									
		Replace										●	*3	
21	Toe-in	Adjust			●									
22	Engine valve clearance	Adjust						●						
23	Fuel injection nozzle injection pressure	Check							●					#
24	Injection pump	Check								●				#
25	Cooling system	Clean										●		
26	Coolant	Replace										●		

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Gear arrangement of front axle



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5.2 ROTATING SPEED RATIO (ENGINE VS. REAR AXLE)

5.2.1 DRIVING SPEED

* At rated engine rpm (2,200 rpm) with standard tires.

Calculation of driving speed

$$\text{Driving speed (km/h)} = \text{Rear axle rpm} \times \text{Rolling circumference of rear wheels} \times \frac{60}{1000}$$

$$= \text{Engine rpm} \times \text{Rotating speed ratio of rear axle} \times \text{Rolling circumference of rear wheels} \times \frac{60}{1000}$$

Forward driving speed table (at 2200 rpm)

Item		AU: DK752C/902C (AG. 18.4-30)		US: DK90 (AG. 18.4-34)	
		km/h	MPH	km/h	MPH
Creep speed (C)	1st	0.22	0.14	0.23	0.14
	2nd	0.32	1.99	0.33	0.21
	3rd	0.42	0.26	0.45	0.28
	4th	0.53	0.33	0.56	0.35
Low speed (L)	1st	1.75	1.09	1.85	1.15
	2nd	2.51	1.56	2.65	1.65
	3rd	3.36	2.09	3.55	2.21
	4th	4.22	2.62	4.46	2.77
Mid speed (M)	1st	5.22	3.24	5.51	3.42
	2nd	7.50	4.66	7.93	4.93
	3rd	10.03	6.23	10.61	6.59
	4th	12.60	7.83	13.32	8.27
High speed (H)	1st	12.83	7.97	13.56	8.43
	2nd	18.45	11.46	19.50	12.12
	3rd	24.68	15.33	26.09	16.21
	4th	31.00	19.26	32.77	20.36

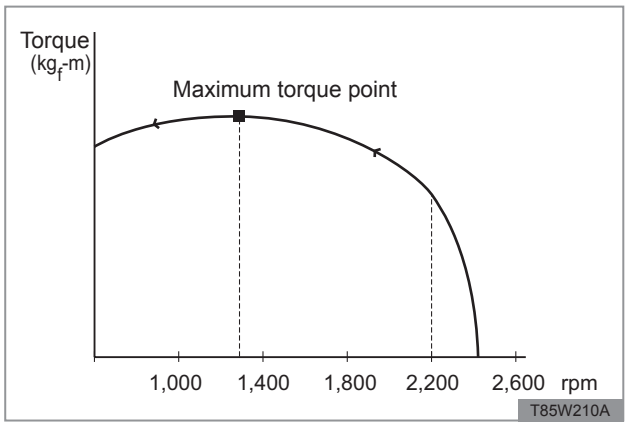
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2.1.1 ENGINE PERFORMANCE CURVE

A. TORQUE

When applying the rotating resistance to the flywheel, the engine speed drops and the rotating force of flywheel increases.

Torque curve shows this force as a graph.



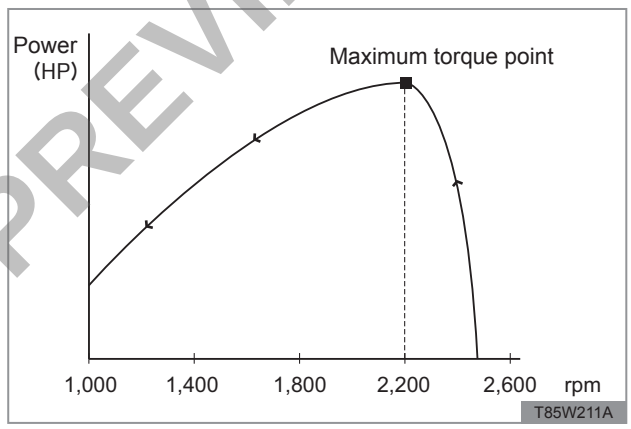
When running the engine at full speed without load, the engine rotates at approx. 2,400 rpm as shown in the figure. When the resistance is applied to the flywheel by braking with some kind of dynamometer, the rotating force of the dynomometer increases (arrow direction) as shown in the figure. In this case, the engine speed gradually decreases. When the engine speed reaches approx. 1,300 rpm, the torque starts to decrease. In other words, this point (1,300 rpm) is the maximum torque point.

B. BRAKE HORSE POWER (HP)

The power is proportional to the rotating force (torque) and the rotating speed (rpm). Its formula is as follows:

$$\text{Power (HP)} = \frac{\text{Torque } (kg_f\text{-m}) \times \text{rpm}}{716.2}$$

$$1kw = 1.36HP$$



If substituting the torque and rpm in the above figure for the above formula and getting the power value, the curve in the figure is provided. As shown in the figure, when the power reaches the maximum point at 2,200 rpm, the power starts to drop. This is because the rpm drops sharply even the torque increases gradually.

C. S.F.C (SPECIFIC FUEL CONPANTION)

The unit used here is "g/HP-hr".

For example, 174g/HP-hr means that 74g of fuel is consumed by 1 horse power when running the engine for 1 hour.
This can be converted as follows:

Since the fuel conpantion at full power in the 1104C-44 engine is 74g/HP-hr, the fuel conpantion for 75 horse power is 74g x 75/hr = 13.050 kg/hr.

When converting this value to volume value,
13.050 ÷ 0.81 ℓ/hr = 16.11 ℓ/hr

Because: Diesel fuel 1 ℓ = 0.81kg

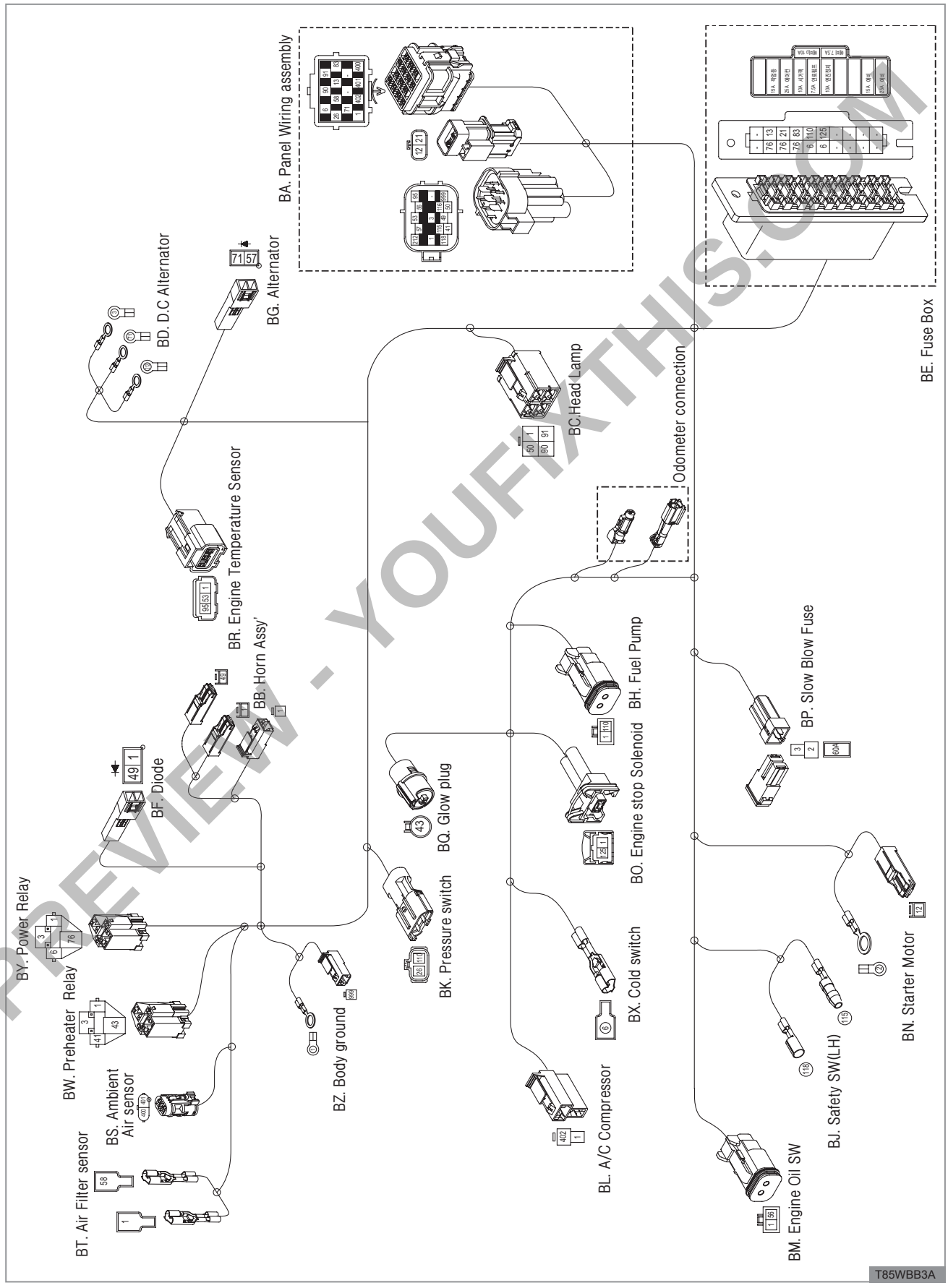
Engine	S.F.C (g/HP-hr)	Fuel conpantion (ℓ/hr)	Applied trachea
1104C-44	174	16.11	DK752C (AU/EU)
1104C-44T (67kw)	179	19.89	DK902C (AU/EU) DK90 (US)

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3. WIRING DIAGRAM

3.1 BONNET WIRING

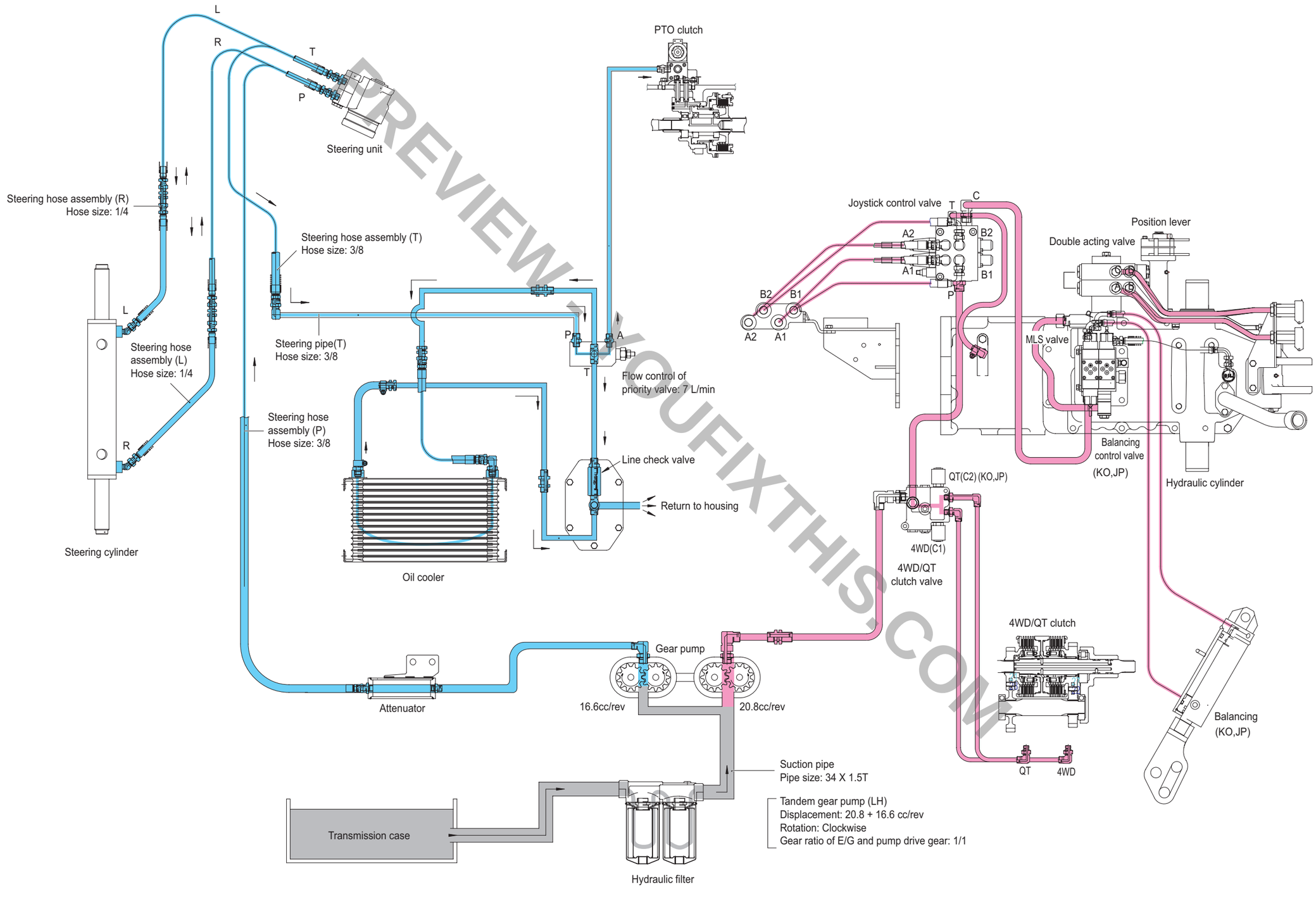
3.1.1 WIRING DIAGRAM



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2.2 HYDRAULIC SCHEMATIC

Steering hydraulic line Hydraulic line of hydraulic system



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2.2.9 PISTON RINGS

Item		DK752C (1104C-44)	DK902C (AU) / DK90 (US) (1104C-44T (67kw))
Features	Top compression ring	Barrel face, molybdenum insert, rectangular	Barrel face, molybdenum insert, keystone
	Second compression ring	Taper face, cast iron, internal bottom chamfer	
	Oil scraper ring	Two piece coil spring loaded, chromium faced	
Width	Top compression ring	2.47/2.49 mm (0.097/0.098 in.)	Tapered
	Second compression ring	2.47/2.49 mm (0.097/0.098 in.)	
	Oil scraper ring	3.47/3.49 mm (0.1366/0.1374 in.)	
Clearance of ring in groove	Top compression ring	0.09/0.13 mm (0.0035/0.0051 in.)	Wedge
	Second compression ring	0.05/0.09 mm (0.002/0.003 in.)	
	Oil scraper ring	0.03/0.07 mm (0.0011/0.0027 in.)	
Gap of ring	Gap of top ring	0.30/0.55 mm (0.0118/0.0216 in.)	
	Gap of second ring	0.70/0.95 mm (0.0275/0.0374 in.)	
	Gap of third ring	0.30/0.55 mm (0.0118/0.0216 in.)	

2.2.10 CONNECTING RODS AND BIG END BEARINGS

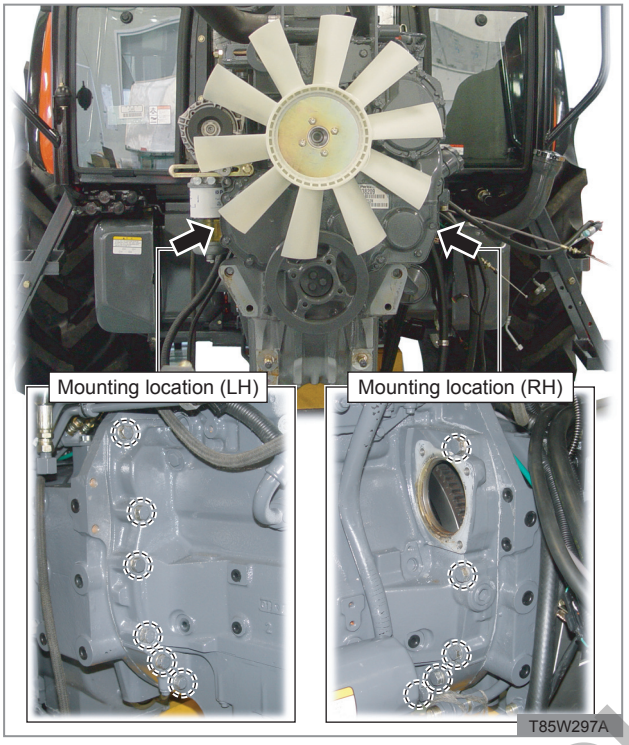
Item			DK752C (1104C-44), DK902C (AU) / DK90 (US) (1104C-44T (67kw))
Connecting rods	Type		'H' shape section, wedge shape small end
	Location of cap to connecting rod		Fracture split
	Diameter of parent bore for big end		67.21/67.22 mm (2.6460/2.6465 in.)
	Diameter of parent bore for small end		43.01/43.03 mm (1.693/1.694 in.)
	Length between centres (parent bores)		219.05/219.10 mm (8.624/8.626 in.)
Big end bearings	Type	Naturally aspirated engines	8 x Steel back, tin/aluminium bearing material
		Turbocharged engines bearing cap	4 x Steel back, tin/aluminium bearing material
		Turbocharged engines bearing (rod)	4 x Steel back, leaded bronze bearing material
	Width		31.55/31.88 mm (1.240/1.255 in.)
	Thickness at centre of bearings		1.835/1.842 mm (0.0723/0.0725 in.)
	Bearing clearance		0.030/0.081 mm (0.0012/0.0032 in.)
	Available undersize bearings		0.25 mm (-0.010 in.), -0.50 mm (-0.020 in.), -0.75 mm (-0.030 in.)

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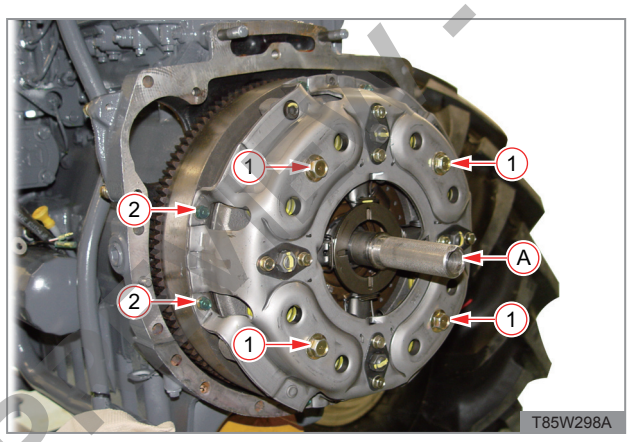
7.1.13 ENGINE ASSEMBLY

A. REMOVAL

1. Separate the radiator assembly, front axle frame, etc. in order. (see relevant chapters.)



2. Secure the engine using the hoist and install the safety jack under the engine and the clutch housing.
3. Unscrew the mounting bolts and nuts on both sides of the engine to remove the engine assembly.



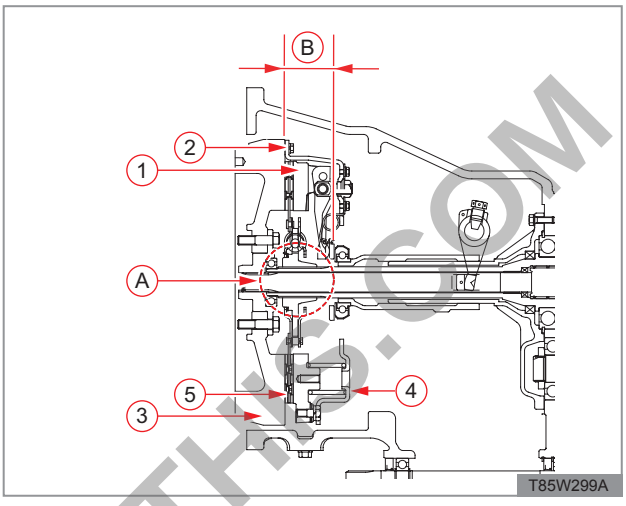
4. Install the centering tool (2) and the service bolt (1) to the clutch cover.
5. Remove the clutch cover mounting bolts. Then, remove the clutch cover.

⚠ CAUTION

- **When removing the clutch, unscrew the bolts diagonally too prevent deformation of the parts.**
- **Remove the clutch assembly with the special tool (A) inserted to the pressure plate or clutch disc. Be careful not to drop the assembly.**

B. INSTALLATION

1. Installation is carried out in reverse order of removal.



2. Install the clutch assembly.

   Be careful of the installation direction. When installing the clutch disc (5), make sure that the short spline boss (A) faces the flywheel (3).

   Be careful when handling the clutch disc (5). Also, clean friction surface of each flywheel (3) and the clutch pressure plate.

   Check if the height (B) of the release bearing from the flywheel (3) surface is correct.

   Clutch cover assembling height (B) .... 63 ± 0.7 mm (2.480 ± 0.028 in.)

! IMPORTANT

When assembling the clutch cover (4) and the clutch disc with the flywheel (5), the clutch disc should be in the correct position (using a special service tool). Then, tighten the bolts evenly and diagonally.

NOTICE

Do not apply grease or oil to the surface of the clutch disc.

Clutch mounting bolt (M8 (7T)) ..... 23.5 ~ 27.5 Nm
2.4 ~ 2.8 kgf-m
17.4 ~ 20.3 lb-ft

3. Install the engine to the clutch housing and tighten the mounting bolts and nuts.

   Tightening torque ..... 77.4 ~ 90.2 Nm
   7.9 ~ 9.2 kgf-m
   57.1 ~ 66.5 lb-ft

4. Install other related components in order.

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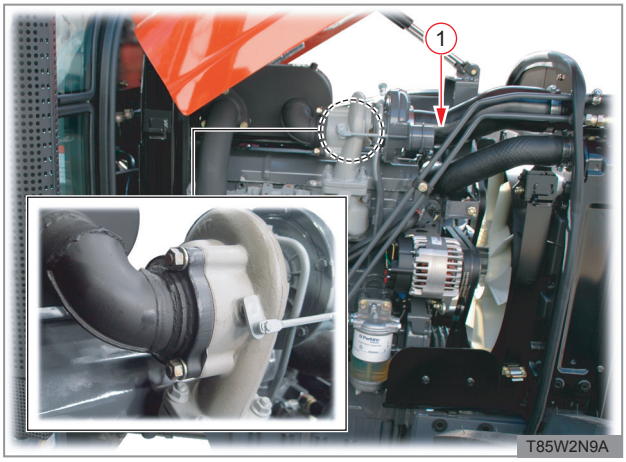
7.3.2 TO REMOVE TURBOCHARGER

To remove turbocharger (Operation 9-2)

CAUTION

Ensure that the turbocharger waste-gate and the actuator rod of the waste-gate are not used to lift or move the turbocharger. This could damage the waste-gate and affect the calibration.

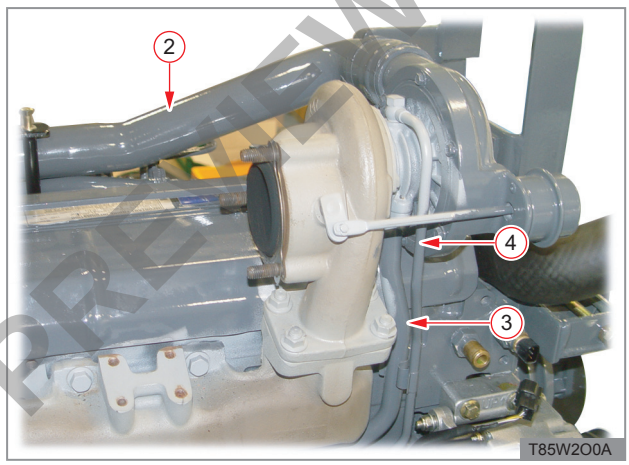
1. Thoroughly clean the area around the turbocharger.



2. Remove the muffler mounting nut on the turbocharger side and remove the muffler.

   Tightening torque of mounting nut.....44.0 Nm
   4.5 kgf-m
   32.0 lb-ft

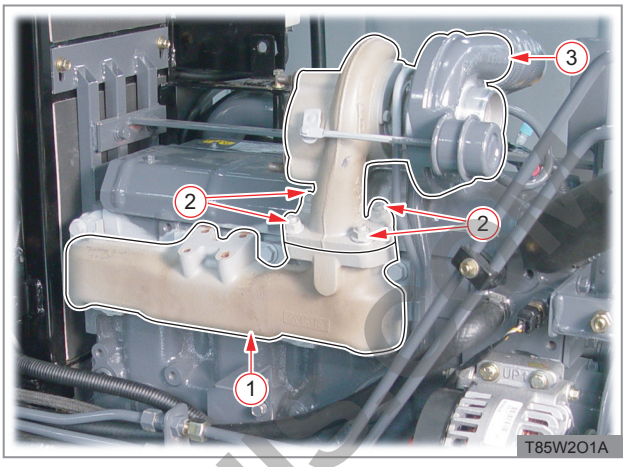
3. Remove the intake duct (1) on the air cleaner side.



4. Remove the air cleaner duct (2) on the intake side.
5. Remove the oil drain pipe (3) and the oil supply pipe (4).

CAUTION

Put a suitable container under the oil drain pipe and supply pipe. Make sure that leaked oil is not spilled on other parts.



5. Unscrew turbocharger mounting nut (2) on the exhaust manifold (1) side and remove the turbocharger assembly (3).

   Mounting nut on exhaust manifold side ..... 47 Nm
   4.8 kgf-m
   34 lb-ft

To fit turbocharger (Operation 9-3)

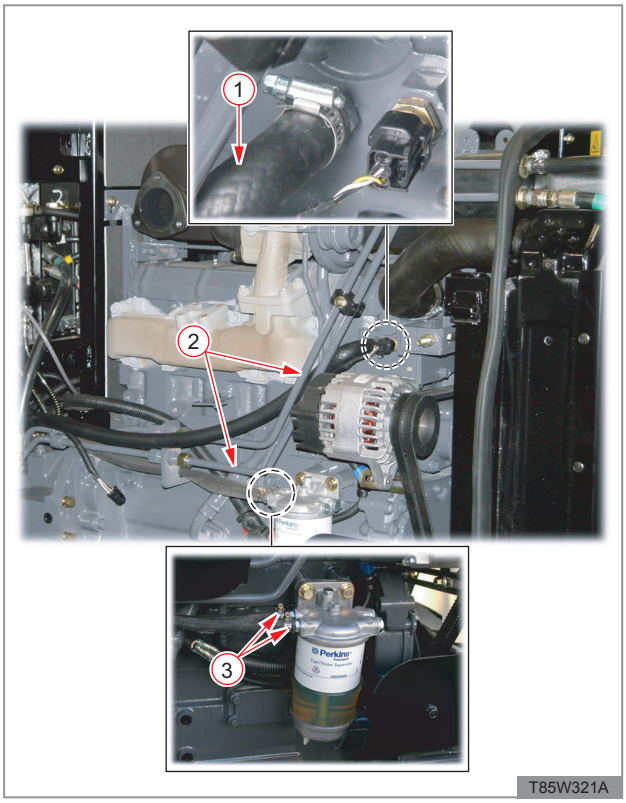
CAUTION

- **The compressor inlet hose has a heat shield material that partly covers the hose. When a new hose is fitted, the hose must be correctly aligned to the exhaust to protect the hose from the heat.**
- **When a new compressor inlet hose is to be fitted, use a water and 5% soap solution to fit the hose into position. Do not use oil or grease.**
- **The reflective heat shield of the inlet hose must be kept clean and free from dust, oil or paint. If the surface of the heat shield is not shiny, the part that is protected by the heat shield could be damaged.**

1. Check the air hoses and the oil drain pipe for damage, renew if necessary.
2. Check that the turbocharger inlet and outlet ports are clean and free from restriction and that the turbocharger shaft rotates freely. Also check that the open ports in the intake crossover pipe and the exhaust pipe are clean and free from restriction.

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B. ENGINE RELATED SECTION (LH)



1. Remove the hose band to disconnect the heater hose (1).

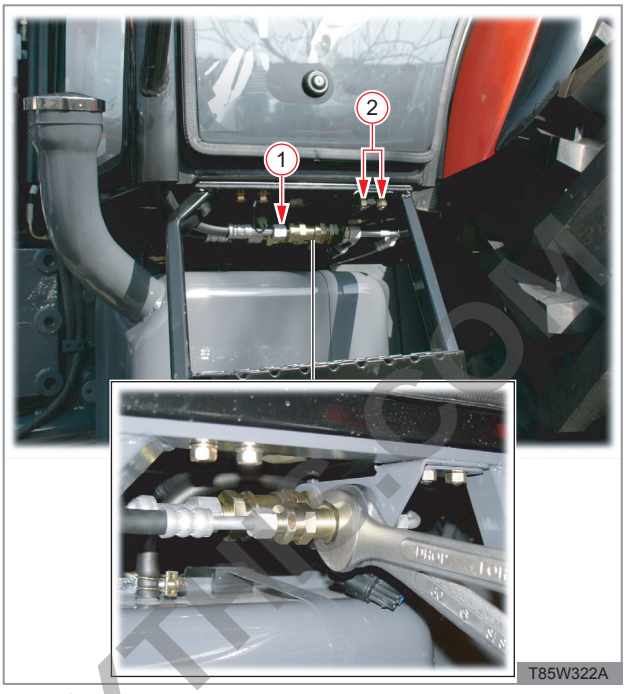
   Band screw .....4.9 Nm
   0.5 kgf-m
   3.6 lb-ft

2. Disconnect the oil cooler pipe (2).
3. Remove the hose bands(3) from the fuel feed hose and drain hose and remove the hoses.

   Band screw .....4.9 Nm
   0.5 kgf-m
   3.6 lb-ft

4. Install in the reverse order of removal.

C. RH SHIELD PLATE AND OTHER PARTS

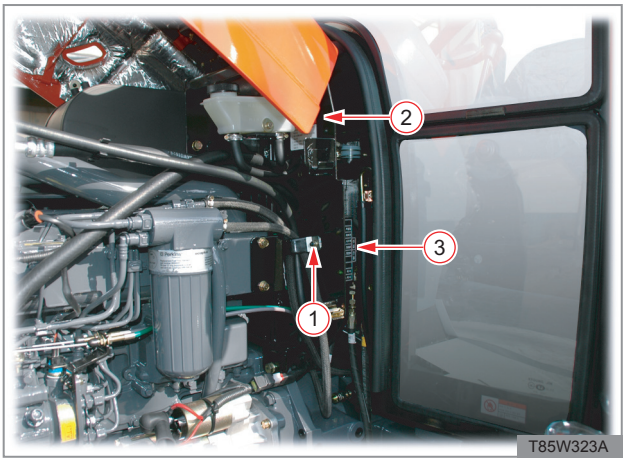


1. Remove the A/C cut-valve (1). Using the spanners (30 mm and 28 mm), secure the hose so that it is not twisted.

WHEN ASSEMBLING

- **Apply compressor oil (UCON 488 or equivalent) to the O-ring of the cut-valve when reassembling.**
- **Tightening torque .....24.5 ~ 34.3 Nm**
  2.5 ~ 3.5 kgf-m
  18.0 ~ 25.3 lb-ft

2. Remove the A/C hose bracket (2).

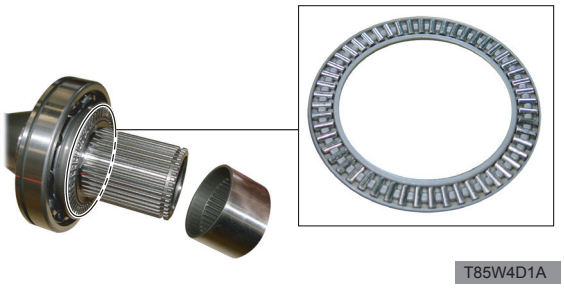


3. Remove the fuel, A/C and wiring mounting clamp (1).
4. Unscrew two mounting bolts (12 mm) of the shield plate on the right side, separate the shield plate and remove the exterior fuse box (3).
5. Remove the RH shield plate (2) from the engine.
6. Install in the reverse order of removal.

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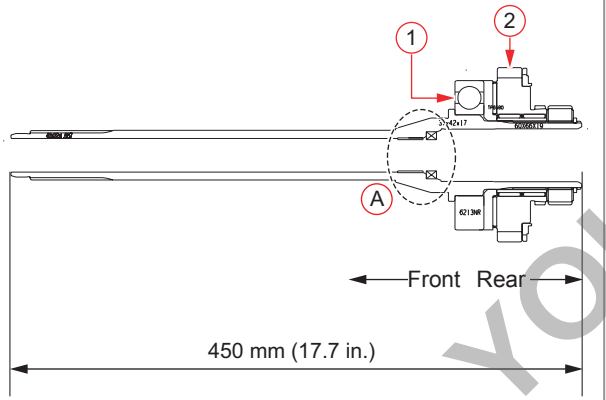
B. ASSEMBLY

REMARK



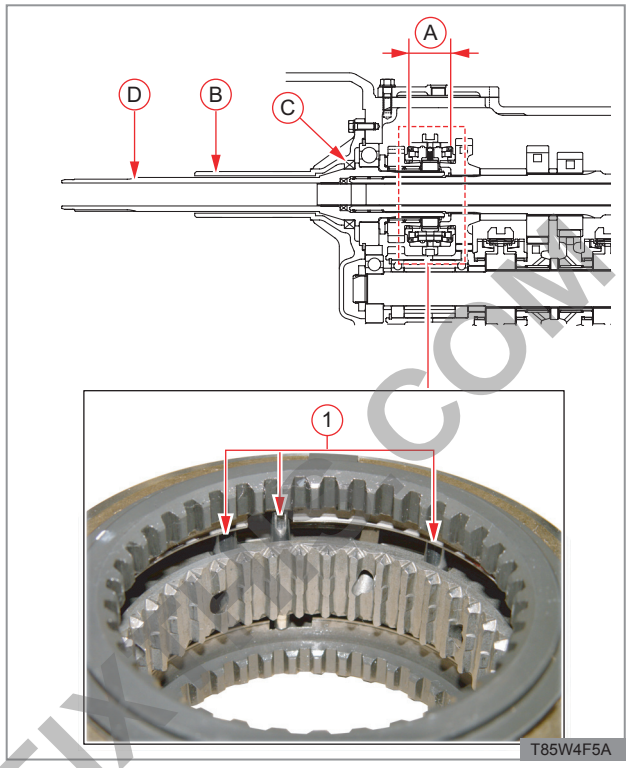
T85W4D1A

- **When installing the spacer to the shuttle shaft, make sure that its splined section is toward the opposite direction from the bearing.**
- **Make sure to install the side needle bearing to the correct direction.**



T85W4F1A

1. When installing the 6213NR bearing (1) to the shuttle shaft, make sure to install it to the correct direction.
2. Apply a sufficient amount of grease to the bushing and oil seal (A) after installing them to the shuttle shaft hole using a jig.
   - Installing direction of oil seal: Lip area to the rear side
3. After installing the 30 gear (2) to the shuttle shaft temporarily, rotate the gear to check its interference and abnormal noise.
4. Make sure to install the shuttle shaft with the correct dimension.
   - Overall length: 450 mm (installation mark)

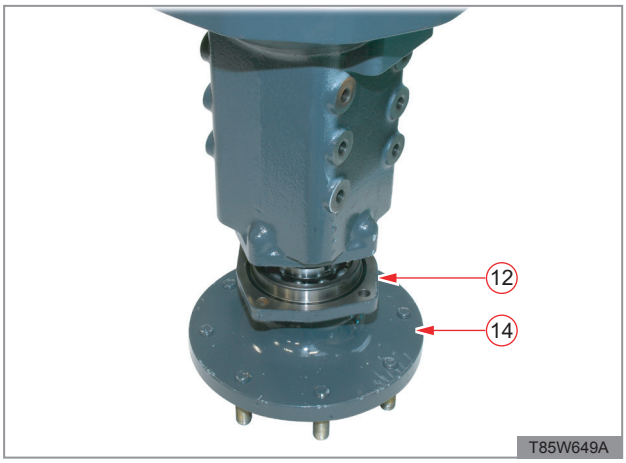


T85W4F5A

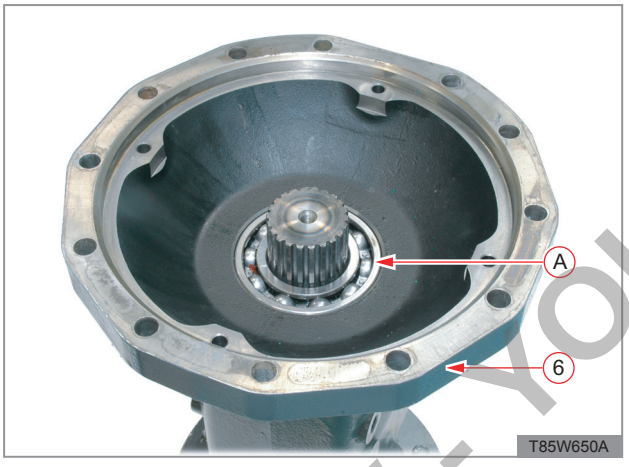
5. Make sure that the stopper pins (1) in the shuttle shift synchronizer assembly does not come off when installing the shuttle shaft (ø6: 6 EA, ø5: 4 EA).
6. The dimension (A) at the synchronizer assembly should be 59.1 ~ 59.4 mm (2.327 ~ 2.339 in.). The length of the spring in the assembly should be 9.2 ~ 9.4 mm (0.362 ~ 0.370 in.).
7. The play of the shuttle shaft in neutral should be 0.6 ~ 1.1 mm (0.024 ~ 0.043 in.).
8. When installing the propeller shaft case on the (B) section, install the oil seal on the (C) section to the correct direction. Its lip should face rearward.
   - Apply grease to the lip before installing the oil seal.

   Mounting bolt of propeller shaft case (9 EA)
   Tightening torque (M8)... 23.5 ~ 27.4 Nm
   2.4 ~ 2.8 kgf-m
   17.3 ~ 20.2 lb-ft
9. After installing the propeller shaft case to the (B) section, rotate the shuttle shaft on the (D) section to check its interference.

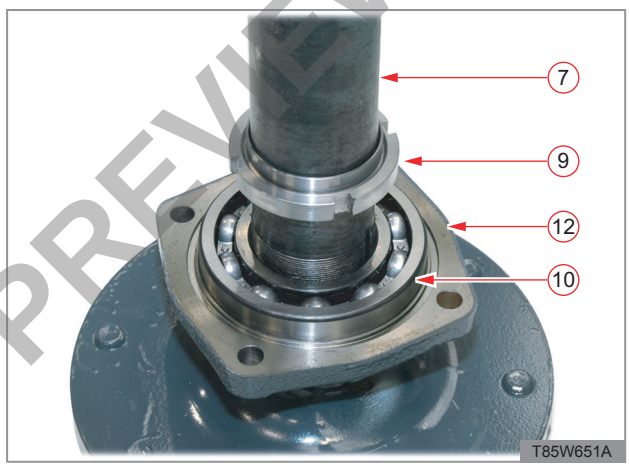
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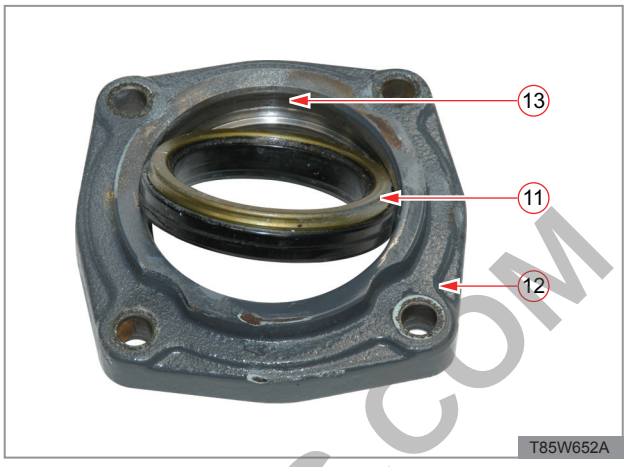
4. Remove the bolt from the rear axle bearing cover (12) and separate the rear axle (14) by tapping it.



5. Remove the bearing (A) and rear axle case (6).



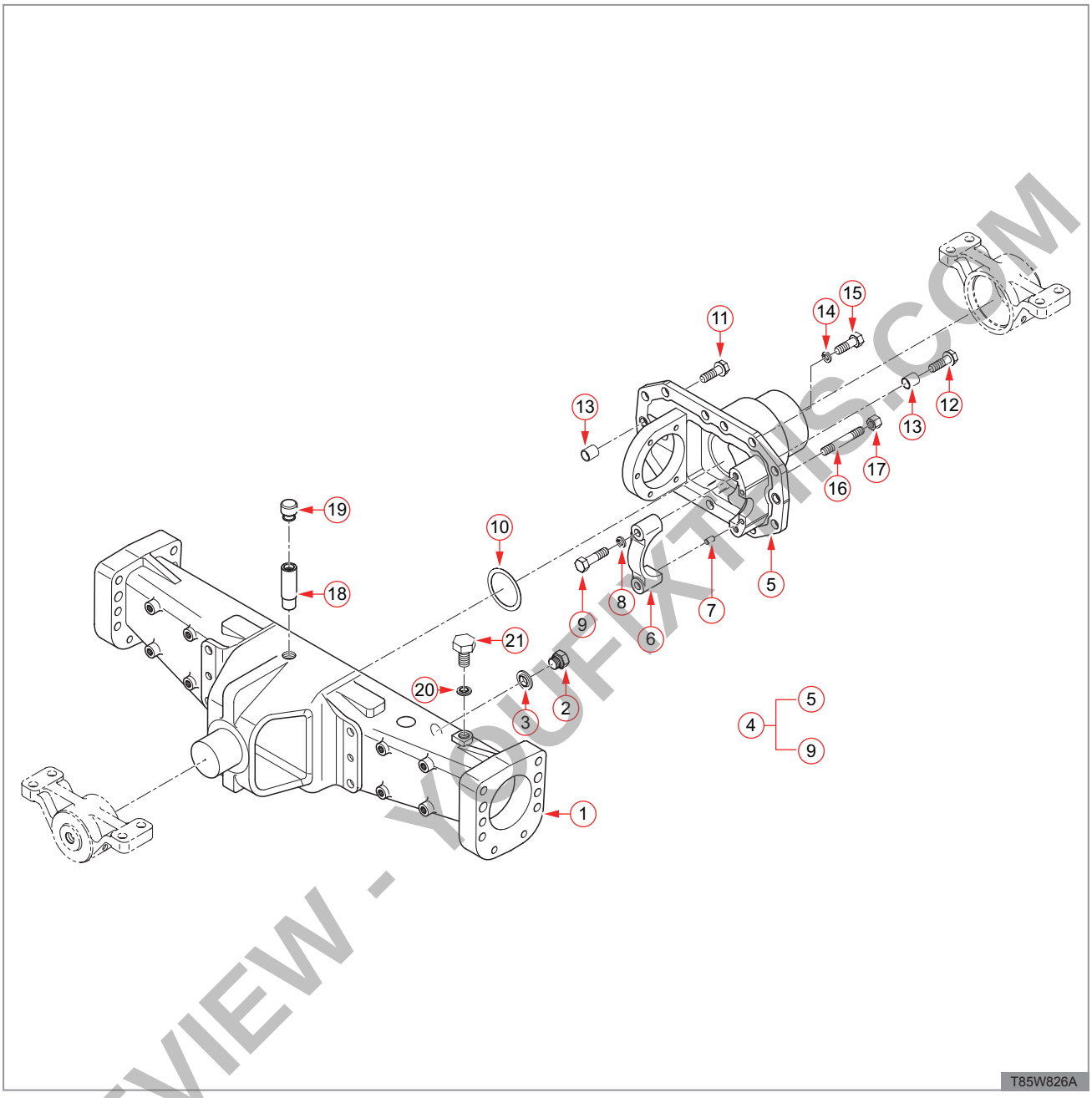
6. Remove the corking on the nut (9). Then, remove the nut (9) from the rear axle (7).



7. Remove the bearing (10) and rear axle bearing cover (12). Then, remove the oil seal (11) from the rear axle (7) and rear axle bearing cover (12).
8. Remove the O-ring (13) from the rear axle bearing cover.

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5.3 T255A FRONT DIFFERENTIAL GEAR CASE



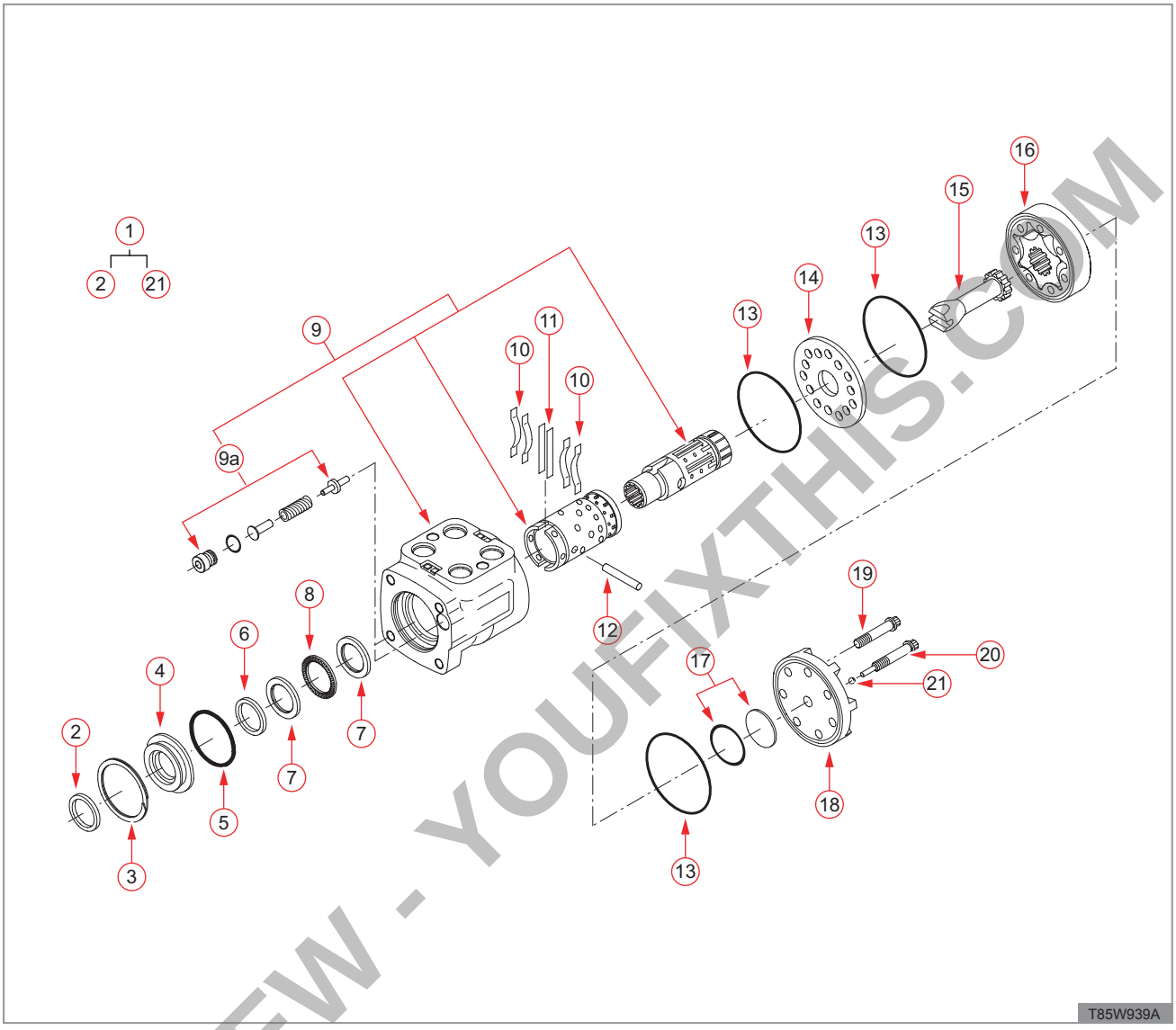
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COMPONENTS

(1) Front axle support
(2) Plug
(3) Seal washer
(4) Differential gear case assembly
(5) Differential gear case
(6) Differential bearing cap
(7) Straight pin
(8) Spring washer
(9) Bolt
(10) Shim
(11) UBS bolt
(12) UBS bolt
(13) Pin
(14) Spring washer
(15) Bolt
(16) Stud
(17) Nut
(18) Tube
(19) Plug
(20) Seal washer
(21) Plug

6.4 STEERING UNIT COMPONENT

A. DISASSEMBLY



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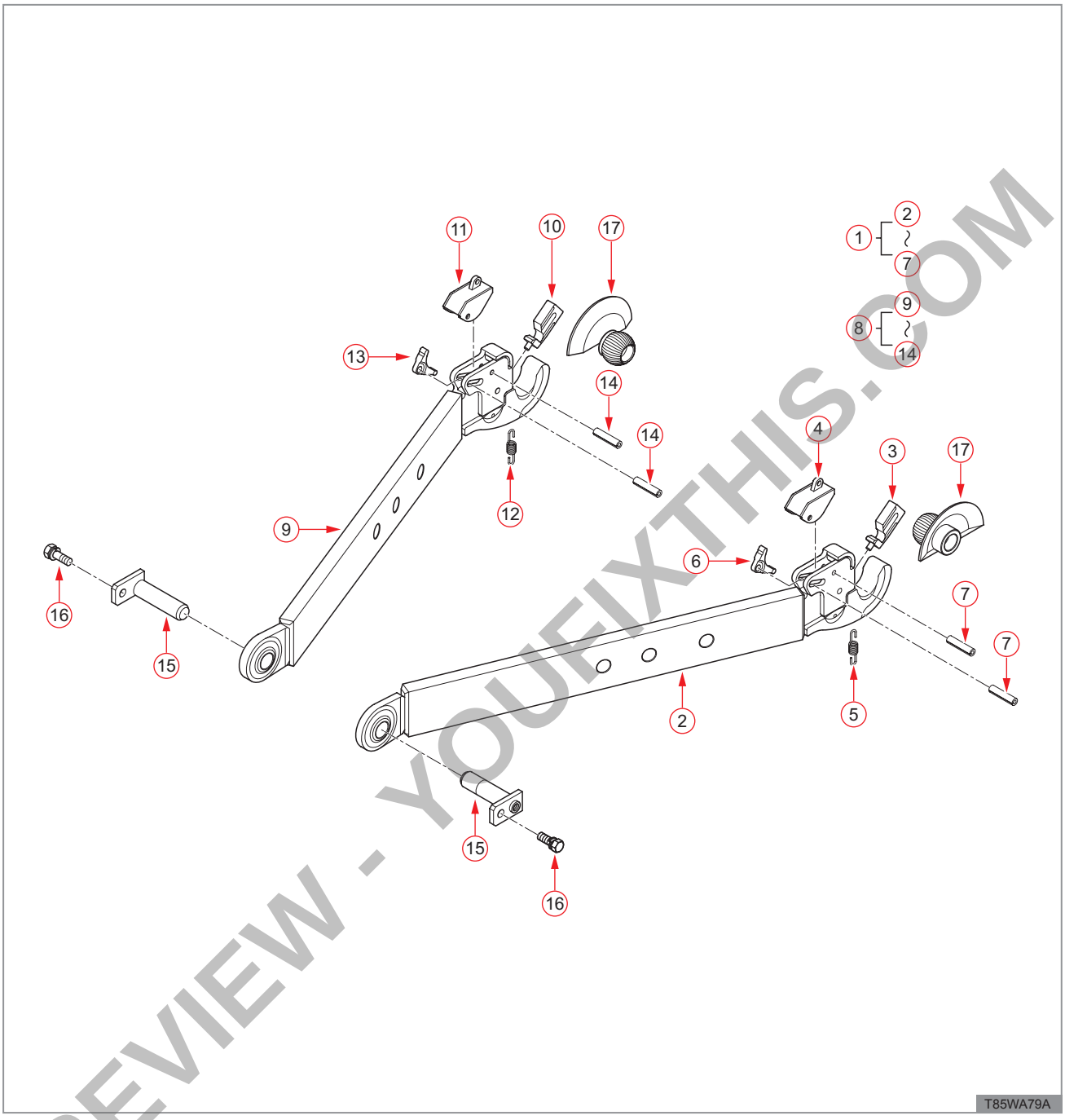
COMPONENTS

(1) Steering case assembly
(2) Dust seal
(3) Retaining ring
(4) Seal gland bushing
(5) O-ring
(6) Oil seal
(7) Race bearing
(8) Thrust needle bearing
(9) Adjusting valve assembly
(9a) Relief valve
(10) Centering spring
(11) Flat spring
(12) Pin
(13) O-ring
(14) Spacer
(15) Drive (shaft)
(16) Gerotor
(17) Star seal assembly
(18) End cap
(19) Bolt
(20) Retainer bolt assembly
(21) Ball

⚠ CAUTION

- **This component is a special hydraulic part. If this component is malfunctioning and it is under warranty, contact your dealer.**
  Disassembling this component makes the warranty invalid.

5.15 T535A LOWER LINK

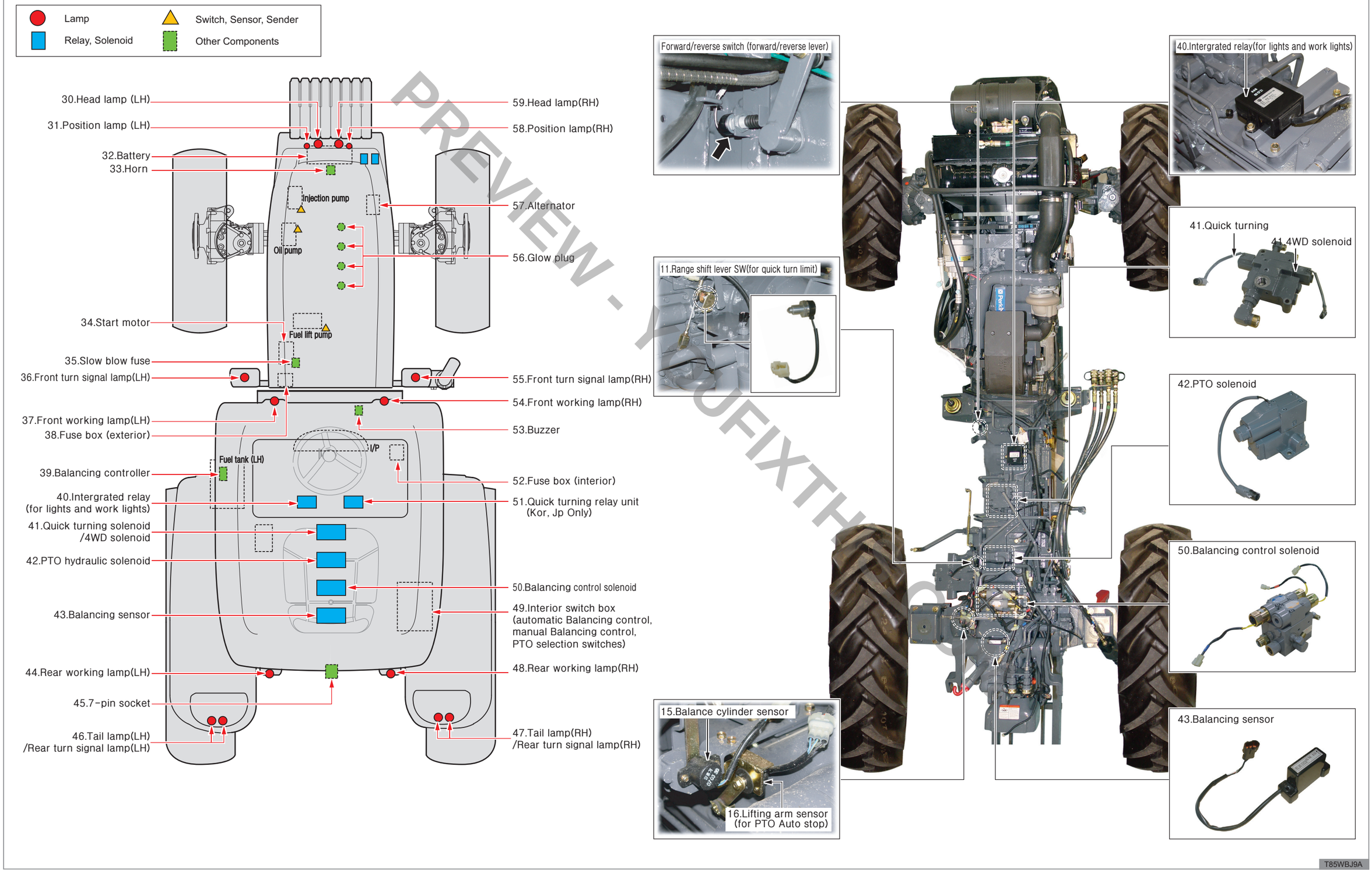


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COMPONENTS

(1) Lower link assembly (LH)
(2) Lower link body (LH)
(3) Guide pin
(4) Operation lever 1
(5) Spring
(6) Operation lever 2
(7) Spring pin
(8) Lower link assembly (RH)
(9) Lower link body (RH)
(10) Guide pin
(11) Operation lever 1
(12) Spring
(13) Operation lever 2
(14) Spring pin
(15) Lower link mounting pin
(16) Bolt with captive washer
(17) Ball assembly (wing type, new version)

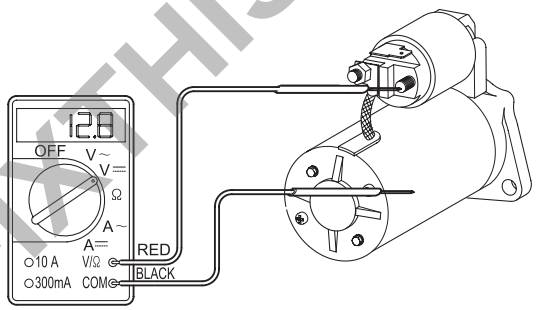
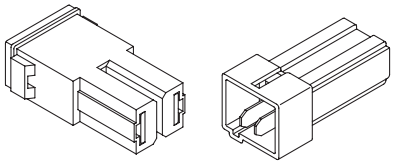
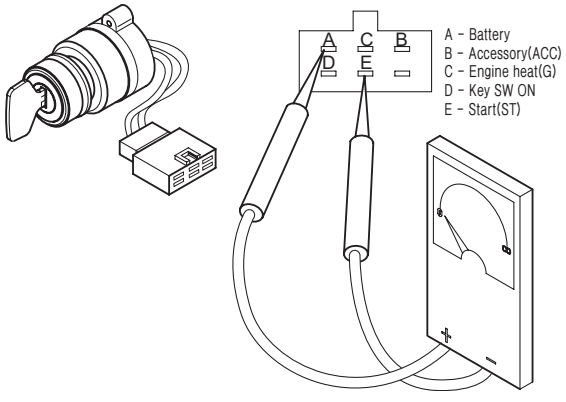
2.3.2 LAMPS, SWITCHES AND FUSES



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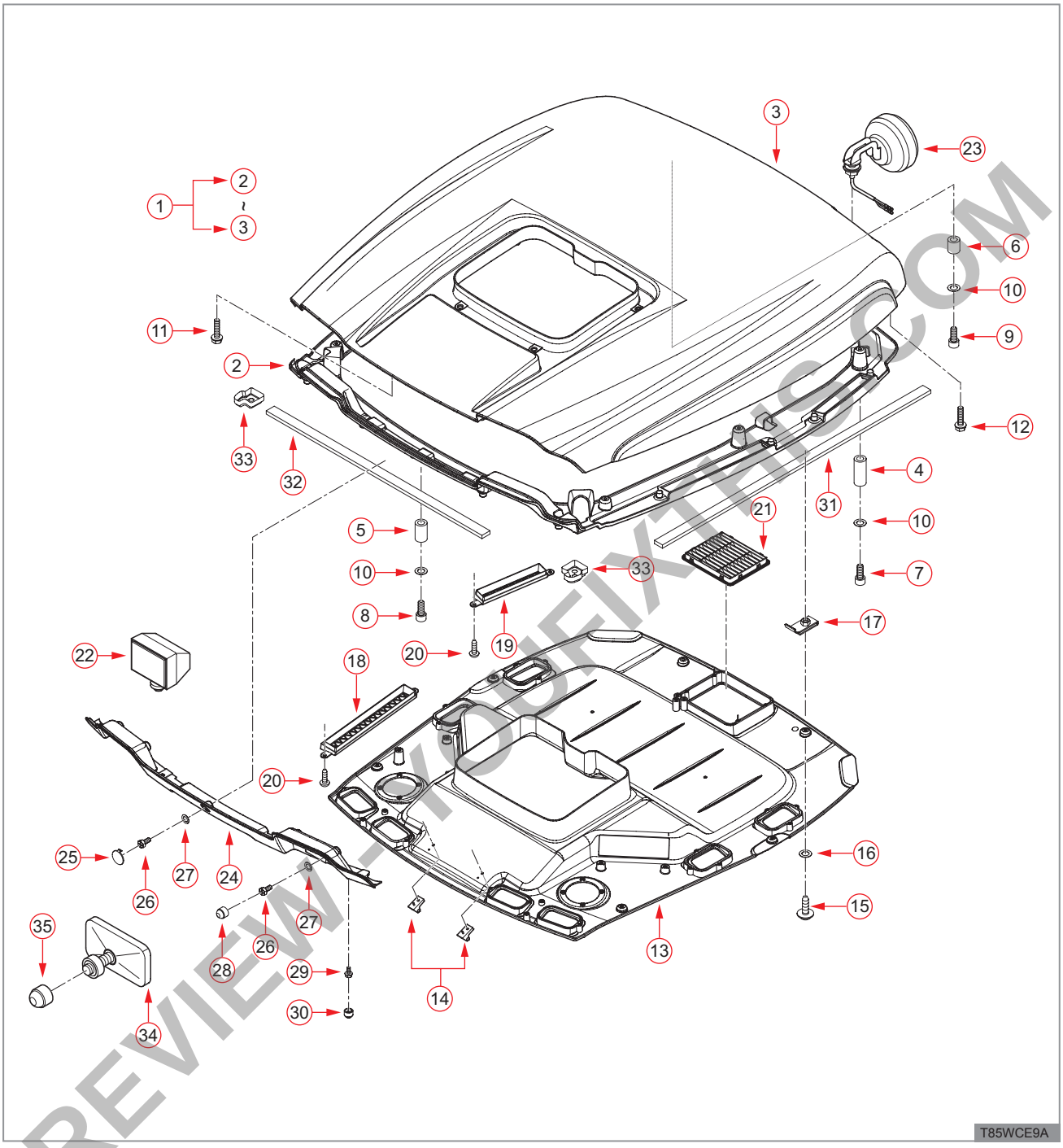
4.7.5 TROUBLESHOOTING

A. WHEN THE 4WD CONTROL SYSTEM DOES NOT OPERATE

Check point	Check method	Remarks
1. Check the battery voltage	1. Measure the voltage between battery (+) and (-) terminals using a tester - Result: 11.8 ~ 12.9 V However, the voltage may be over this range if it is measured immediately after turning the engine off. - Continue to the next step.	 T85WBD5A
2. Battery terminal of start motor	1. Proper connection of battery cable - The voltage between M terminal of start motor and chassis should be approximately same to the battery voltage. - Corrosion 2. Checking when voltage is not supplied - Proper connection of battery cable - Continue to the next step.	 T85WBD6A
3. Slow-blow fuse	1. Fuse engagement 2. Short circuit of main fuse - Rated capacity: 60 A	 BP T85WBD7A
4. Key switch	1. Check the proper connection - “ON” position: A-B-D	 T85WBD8A

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1.1.3 T850E ROOF

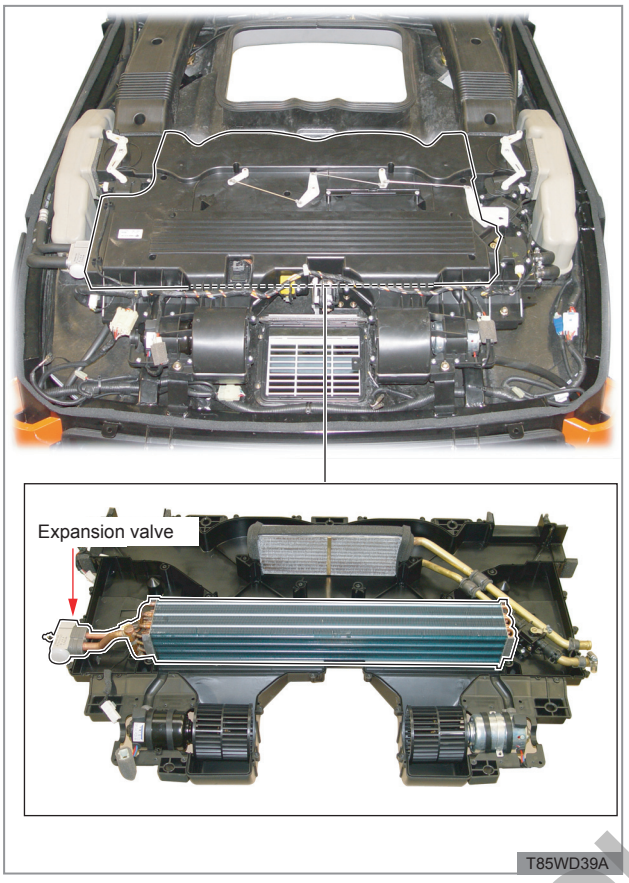


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COMPONENTS

(1) Roof assembly
(2) Roof (interior)
(3) Roof (exterior)
(4) Spacer (45)
(5) Spacer (33)
(6) Spacer (26)
(7) Hex. wrench bolt (55)
(8) Hex. wrench bolt (35)
(9) Hex. wrench bolt (40)
(10) Plain washer
(11) Flange bolt
(12) Flange bolt
(13) Roof plate
(14) Sun visor mounting bracket
(15) Small screw with captive washer
(16) Plain washer
(17) Spring nut
(18) Element 1
(19) Element 2
(20) Flange bolt
(21) Air grille (inlet)
(22) Working lamp assembly (front)
(23) Working lamp assembly (rear)
(24) Front roof cover
(25) Resin cap (black)
(26) Bolt with captive washer
(27) Plain washer
(28) Nut cap (M6)
(29) Flange bolt
(30) Nut cap (M6)
(31) Sealing pad (side)
(32) Sealing pad (front)
(33) Sealing rubber A
(34) Rear view mirror
(35) Rubber cap

2.1.8 EVAPORATOR



As the refrigerant passes through the expansion valve, it becomes low-pressure liquid. When this liquid refrigerant passes through the tube of the evaporator, it is evaporated by air blown from the blower fan. At this moment, as the tube fin is cooled down by the evaporation heat, the interior air is cooled down. Also, moisture in the air is condensed to a liquid and drained with dust, etc. to outside through the drain hose.

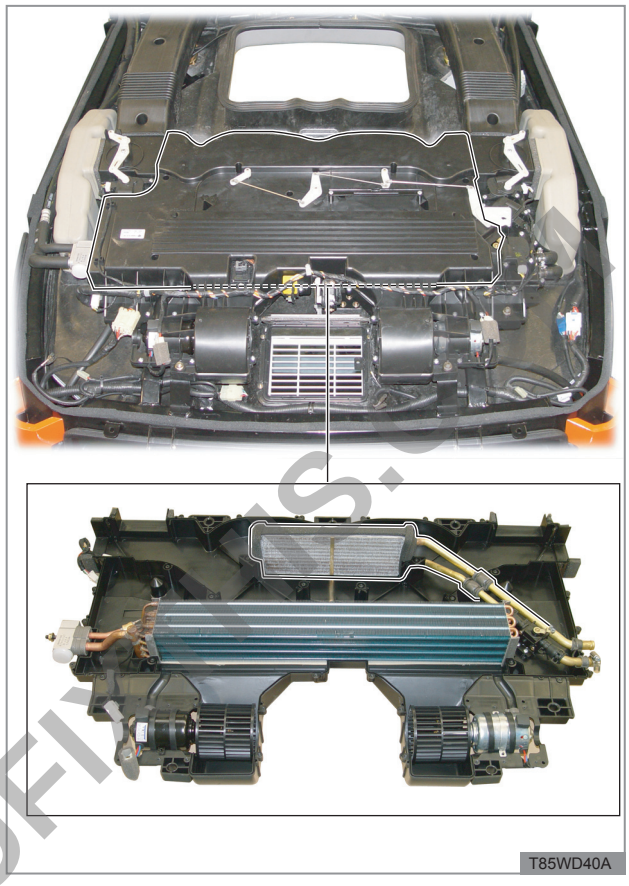
Heat exchange between the refrigerant and air is happened by the fin and the tube. Therefore, there should be no moisture or dust on surface where the air contacts with. If there are, ice or frost may be formed on the fin.

When warm air contacts with the fin, this air is cooled down below the dew point and water is formed on the fin. If the temperature of the fin is below 0°C in this case, this water can be frozen or moisture in the air can forms frost on the fin which can lead to poor cooling performance. To prevent the evaporator from freezing, the temperature control switch or the variable discharging compressor is used.

▶ INSPECTION

- If the surface of the evaporator core is deformed or accumulated with dust or foreign material, it can interfere with air flow. If the case is cracked or broken, the cooling power drops. Also, check if the drain hose is not bent or clogged since it is to drain water from the evaporator.

2.1.9 HEATER CORE



As the hot engine coolant passes through the heater core from the water temperature valve actuator, air around the heater core rises and flows out through the vents.

▶ INSPECTION

- If the surface of the heater core is deformed or accumulated with dust or foreign material, it can interfere with air flow resulting in poor heating performance.
- If the heating performance is not satisfactory, check the above causes.

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