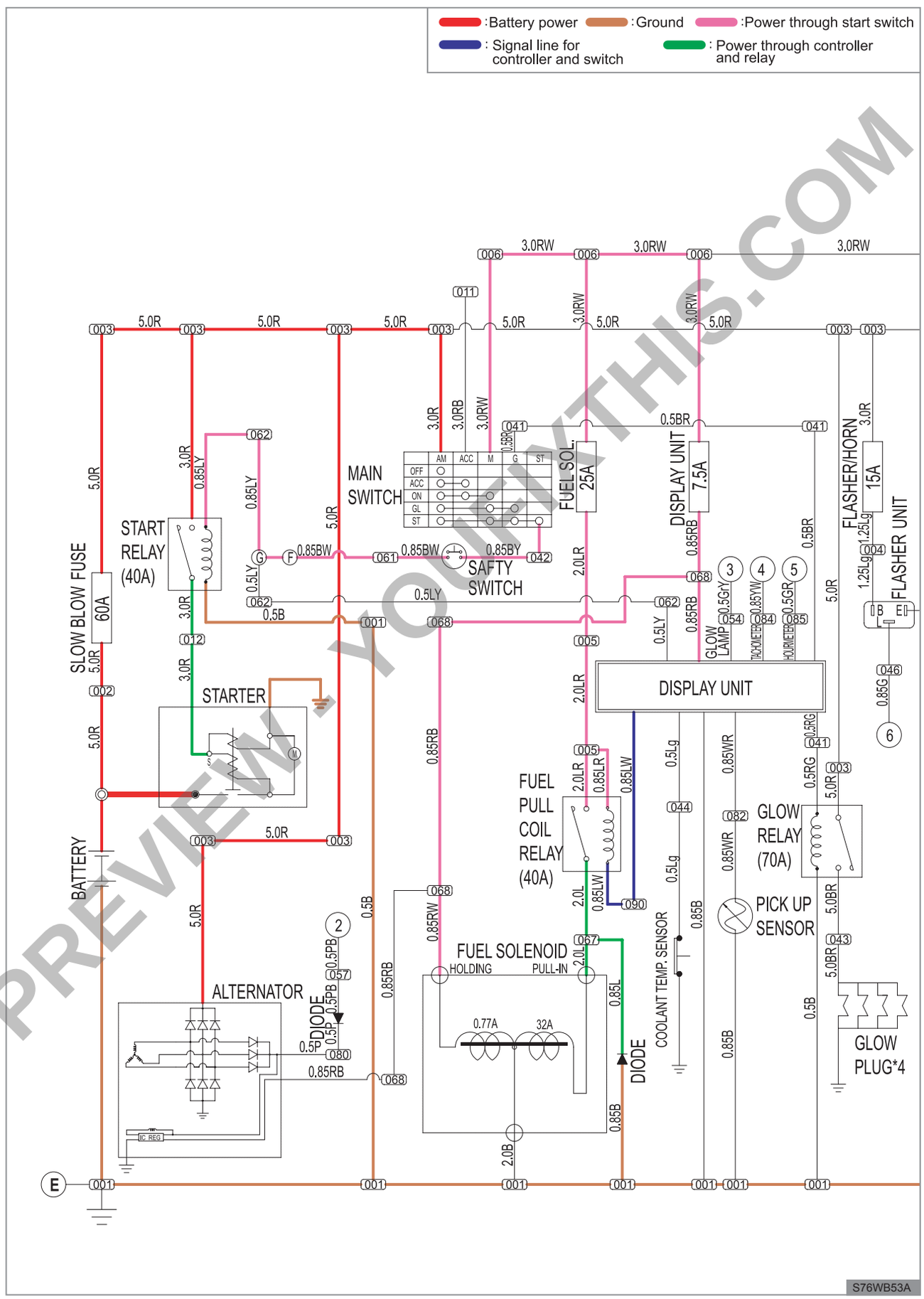
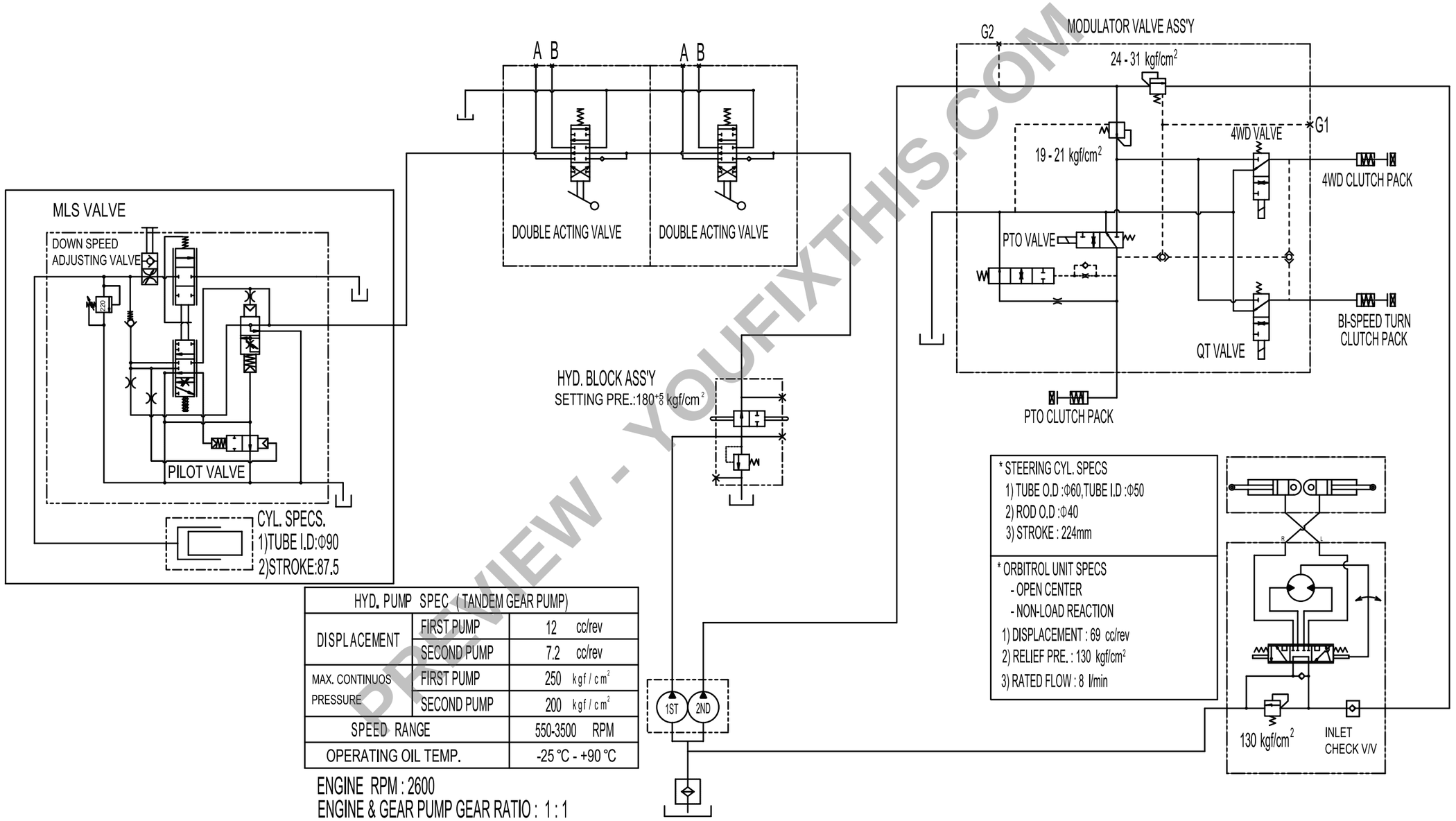
• CIRCUIT DIAGRAM FOR IGNITION SYSTEM



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• HYDRAULIC CIRCUIT



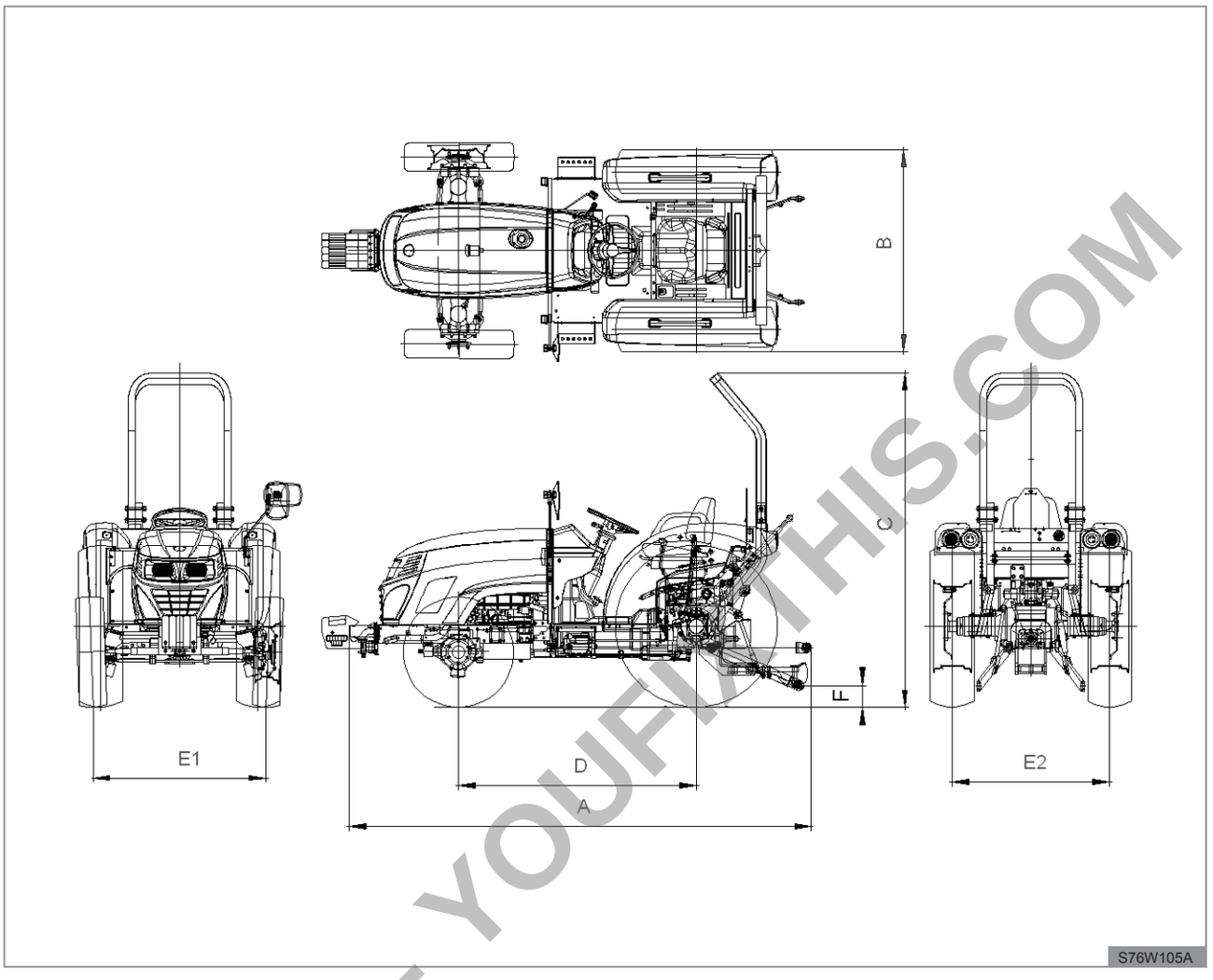
HYD. PUMP SPEC (TANDEM GEAR PUMP)		
DISPLACEMENT	FIRST PUMP	12 cc/rev
	SECOND PUMP	7.2 cc/rev
MAX. CONTINUOS PRESSURE	FIRST PUMP	250 kgf/cm²
	SECOND PUMP	200 kgf/cm²
SPEED RANGE		550-3500 RPM
OPERATING OIL TEMP.		-25 °C - +90 °C

ENGINE RPM : 2600
ENGINE & GEAR PUMP GEAR RATIO : 1 : 1

S76WA02A

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4. DIMENSIONS



mm (in.)

Item			LX500L	Remarks
A : Overall length			3,305 (130.1)	Including 3-point hitch
B : Overall width			1,440 (56.7)	-
C : Overall height			2,365 (93.1)	With ROPS equipped
D : Wheel base			1,700 (66.9)	-
E : Tread	E_1 : Front	8 - 16	1,235 (48.6)	Standard
		8 - 18	1,260 (49.6)	-
		8.3 - 20	1,345 (53.0)	-
	E_2 : Rear	12.4 - 24	1,341 (52.8)	Standard
		13.6 - 24	1,185 (46.7)	-
		13.6 - 26	1,269 (50.0)	-
F : Min. ground clearance			335 (13.2)	-

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10. TIGHTENING TORQUES

10.1 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

10.2 STUD BOLTS

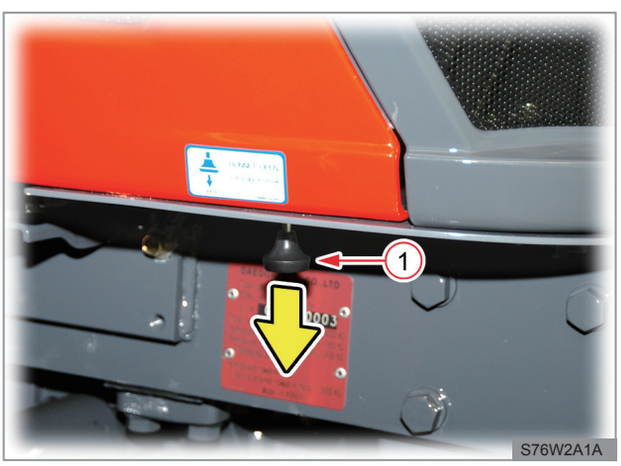
Material of component part	Steel or gray iron			Aluminum		
Unit / Diameter	Nm	kgf-m	lb-ft	Nm	kgf-m	lb-ft
M8 (8 mm, 0.31 in.)	11.6 ~ 15.6	1.2 ~ 1.6	8.68 ~ 11.5	8.82 ~ 11.6	0.90 ~ 1.2	6.51 ~ 8.67
M10 (10 mm, 0.39 in.)	24.6 ~ 31.3	2.5 ~ 3.2	18.1 ~ 23.1	19.7 ~ 25.4	2.0 ~ 2.6	14.5 ~ 18.8
M12 (12 mm, 0.47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

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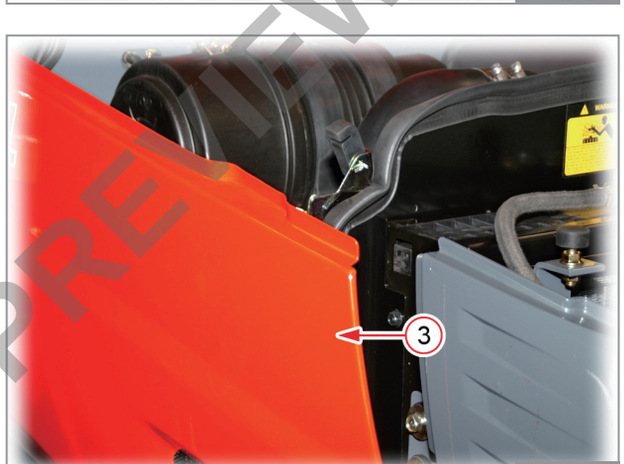
6 DISASSEMBLY, SERVICE AND ASSEMBLY

6.1 ENGINE ASSEMBLY REMOVAL

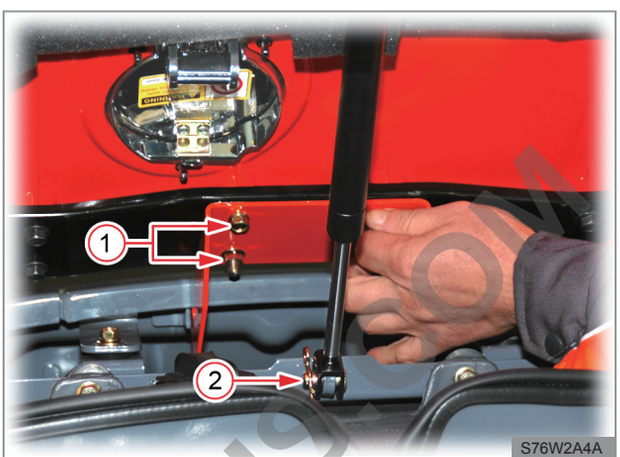
1. Park the tractor on level ground, stop the engine, and then apply the parking brake. Drain coolant, engine oil, hydraulic oil and fuel if necessary.



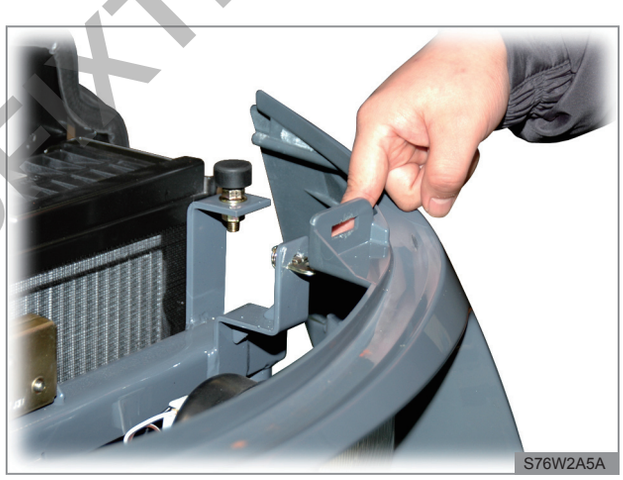


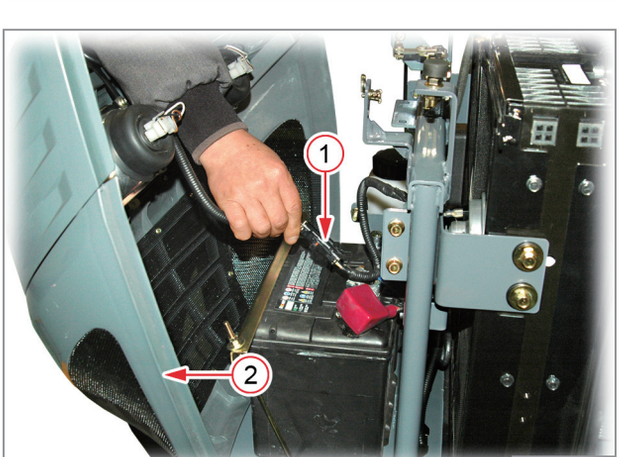


2. Open the hood (2) by pulling its hook (1), and remove the side covers (3) on both sides.



3. Disconnect the headlamp wiring (1), and remove the front grille (2).



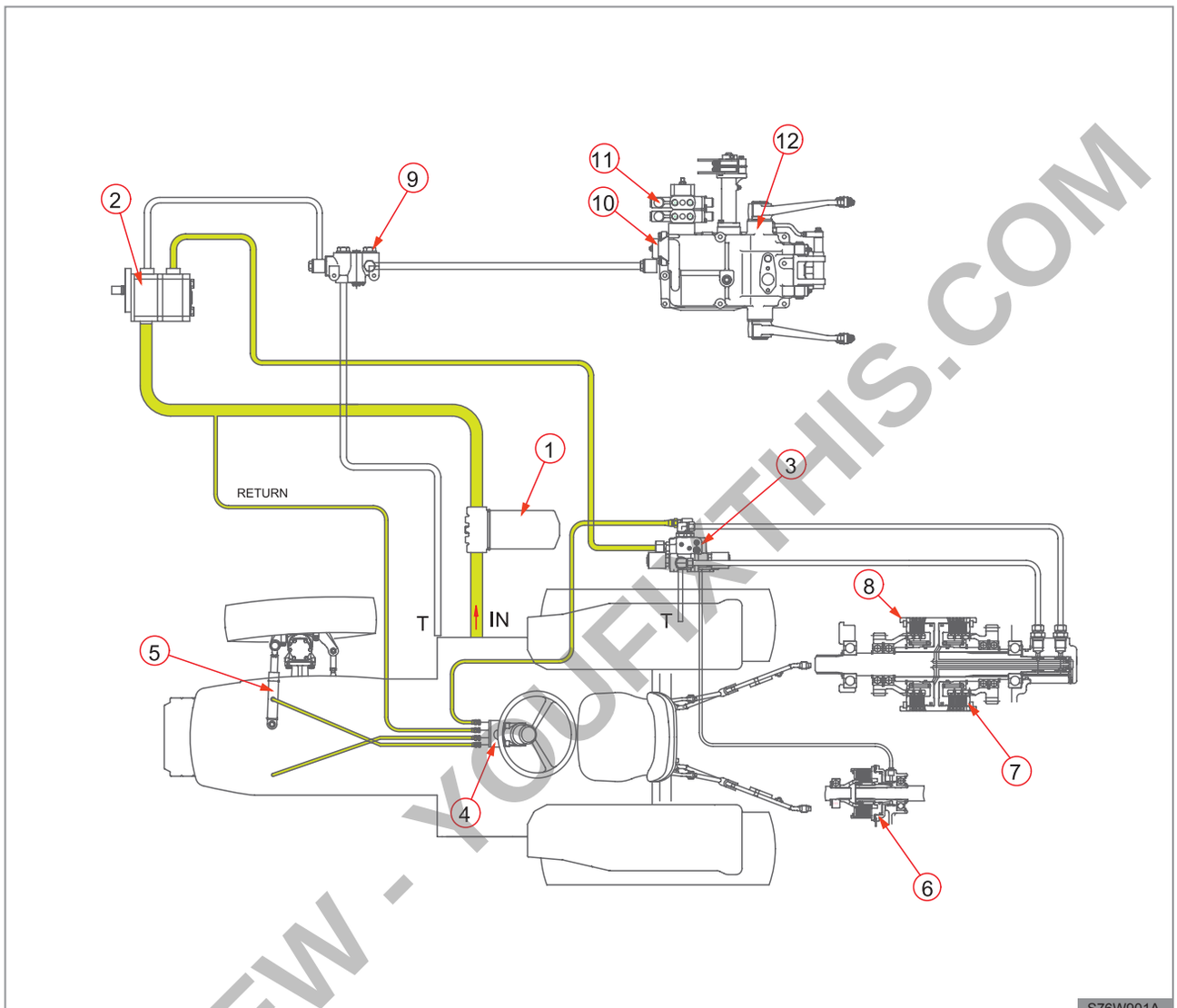


4. Disconnect the negative ground cable (1) first and then the positive cable (2). Then, remove the battery (3) from the vehicle.

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2. STRUCTURE AND FUNCTION

2.1 OPERATING DIAGRAM



COMPONENTS

(1) Hydraulic filter
(2) Gear pump
(3) Modulator valve
(4) Power steering unit
(5) Steering cylinder
(6) PTO clutch
(7) Front wheel drive clutch
(8) Q/T clutch
(9) Hydraulic block
(10) MLS valve
(11) Double acting valve
(12) Hydraulic cylinder

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4. TROUBLESHOOTING

Symptom	Cause	Solution
Engine does not start	• Not fuel	• Add fuel
	• Air in fuel system	• Bleed air
	• Water in fuel system	• Change fuel and repair or flush fuel system
	• Clogged fuel pipe	• Clean
	• Clogged fuel filter	• Clean or replace
	• Excessively high viscosity of fuel or engine oil at low temperature	• Use the specified fuel or engine oil
	• Fuel with low cetane number	• Use the specified fuel
	• Fuel leak due to loose injection pipe mounting nut	• Tighten nut
	• Incorrect injection timing	• Adjust
	• Worn fuel camshaft	• Replace
	• Clogged injection nozzle	• Clean or replace
	• Defective fuel injection pump	• Repair or replace
	• Defective fuel transfer pump	• Repair or replace
	• Seizure of transfer pump, defective piston, cylinder bore or bearing	• Repair or replace
	• Compression leak from cylinder	• Replace head gasket, tighten cylinder head screws, glow plug and nozzle holder
	• Improper valve seating, damaged valve spring, valve seized	• Repair or replace
	• Improper valve timing	• Correct or replace timing gear
	• Worn piston ring and bore	• Repair or replace
	• Excessive valve clearance	• Adjust
Start motor does not run	• Discharged battery	• Charge
	• Defective start motor	• Repair or replace
	• Defective key switch	• Repair or replace
	• Disconnected wiring	• Connect
Engine running is not smooth	• Clogged or dirty fuel filter	• Clean or replace
	• Clogged air cleaner	• Clean or replace
	• Fuel leak due to loose injection pipe mounting nut	• Tighten nut
	• Defective fuel injection pump	• Repair or replace
	• Incorrect nozzle opening pressure	• Adjust or replace
	• Seized or clogged nozzle	• Repair or replace
	• Clogged fuel overflow pipe	• Clean or replace
	• Defective governor	• Repair or replace
Either white or blue exhaust smoke is produced	• Excessive engine oil	• Reduce to the specified level
	• Worn piston ring and bore or seized piston ring	• Repair or replace
	• Incorrect injection timing	• Adjust
	• Insufficient compression pressure	• Adjust valve clearance

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5. SPECIFICATIONS

Model				LX500L
Engine	Model			4B243LWL
	Type			vertical, watercooled 4-cycle, indirect injection, 4-cylinder diesel
	Max. power		HP (Kw)/rpm	49 (36.6) / 2600
	Number of cylinders			4
	Bore x stroke		mm (in.)	87 x 102.4 (3.4 x 4.03)
	Displacement		(cc)	2,435
	Rated revolution		(rpm)	2,600
	Injection timing			BTDC 12º
	Injection sequence			1 - 3 - 4 - 2
	Compression ratio			22 : 1
Capacity	Fuel tank		U.S.gal (ℓ)	42 / 11.10
	Engine crankcase		U.S.gal (ℓ)	7.7 / 2.03
	Engine coolant		U.S.gal (ℓ)	8.7 / 2.30
	Transmission case		U.S.gal (ℓ)	48 / 12.68
	Front axle case		U.S.gal (ℓ)	7.0 / 1.85
Drive train	Clutch			Dry type single plate
	Transmission	Main shift		Synchromesh, 4speed ranges
		Shuttle		Synchromesh
		Range shift (creep speed)		Constant mesh, 2speed ranges
		Speeds		F16 X R16
	Brake			Wet multi discs type
	4WD / Quick turn system			Hydraulic multi-disc clutch
	Differential lock			Pin shift
	Tire size	Front		8-16 6 PR (standard), 8-18 6PR, 8.3-20 6PR
		Rear		12.4-24 6 PR (standard), 13.6-24 6PR, 13.6-26 6PR
Hydraulic system	Hydraulic lift control			Position, draft and mixed control
	Steering type			Non-load reaction type, hydrau static
	Pump capacity	Lifting	U.S.gal (ℓ/min)	29 (7.66)
		Steering	U.S.gal (ℓ/min)	24 (6.36)
	3-point hitch			SAE Category I
	Max. lifting capacitykg (lbs)			1,230 / 2,712
	Aux. hydraulic valve			2
PTO	Type			Dependent PTO, hydraulic multi-disc clutch
	PTO shaft size			SAE 1 3/8", 6 splines
	PTO speed (PTO rpm/ Engine rpm)	1st	(rpm)	540 / 2,507
		2nd	(rpm)	-
		3rd	(rpm)	1,000 / 2,372
Driving speed		Forward	km/h (MPH)	0.21 ~ 23.38 (0.13 ~ 14.53)
		Reverse	km/h (MPH)	0.19 ~ 21.56 (0.12 ~ 13.40)
Min. turning radius mm (in.)				2,800 / 110.2 (on side brake used)
Max. drawbar load kgf(lbs)				650 (1433.0)
Max. trailer loading weight kgf (lbs)				3000 (6613.9)
Weight (excluding ballast weight) kg (lbs)				1690 (3725)

NOTE: The specifications are subject to change without notice.

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2.3 SERVICE AND MAINTENANCE STANDARD

Engine body

Item			Standard	Allowable limit
A. Cylinder Head	Cylinder head surface flatness		-	0.05 mm / 100 mm (0.002 in. / 3.94 in.)
	T.D.C clearance		0.750 ~ 0.9 mm (0.0294 ~ 0.0354 in.)	-
	Gasket thickness		Tightened 1.21 mm (0.0476 in.)	-
	Compression pressure (When cranking with starter motor) ※ Variance of compression pressure among cylinders should be 10% or less.		3.24 ~ 3.73 MPa 33 ~ 38 kgf/cm² 469 ~ 540 psi	2.55 MPa 26 kgf/cm² 370 psi
B. Valves	Valve clearance (cold)	Intake	0.25 mm (0.0098 in.)	± 0.05 mm (0.002 in.)
		Exhaust	0.3 mm (0.012 in.)	± 0.05 mm (0.002 in.)
	Valve seat angle	Intake	60° (1.047 rad.)	-
		Exhaust	45° (0.785 rad.)	-
	Valve face angle	Intake	60° (1.047 rad.)	-
		Exhaust	45° (0.785 rad.)	-
	Valve recess		0.2 ~ 0.5 mm (0.0079 ~ 0.0197 in.)	0.8 mm (0.0315 in.)
	Clearance between valve stem and valve guide		0.040 ~ 0.070 mm (0.0016 ~ 0.0028 in.)	0.10 mm (0.039 in.)
	Valve stem O.D.		7.960 ~ 7.975 mm (0.31339 ~ 0.31398 in.)	-
	Valve stem I.D.		8.015 ~ 8.030 mm (0.3156 ~ 0.3161 in.)	-
C. Valve Timing	Intake valve	Open	0.14 rad. (8°) before T.D.C	-
		Close	0.611 rad. (35°) after B.D.C	
	Exhaust valve	Open	0.785 rad (45°) before B.D.C	-
		Close	0.14 rad. (8°) after T.D.C	
D. Cylinder Bore I.D.			87.000 ~ 87.022 mm (3.425 ~ 3.426 in.)	0.15 mm (0.0059 in.)

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8. MAINTENANCE

8.1 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	Change	⦿		●									
4	Transmission fluid	Change				●								
5	Front axle oil	Change	⦿			●								
6	Front axle pivot	Adjust					●							
7	Engine start system	Check	●											
8	Greasing	Apply	●											
9	Wheel bolt torque	Check	●											
10	Battery condition	Check		●									*3	
11	Air cleaner element	Clean		●									*1	#
		Replace									●		*2	
12	Fuel filter element	Replace			●									#
13	Fan belt	Adjust		●									*3	
14	Clutch pedal free play	Adjust	⦿	●										
15	Brake pedal free play	Adjust		●										
16	Radiator hose and clamp	Check			●									
		Replace										●		
17	Power steering hose and oil line	Check			●									
		Replace										●		
18	Fuel line	Check		●										#
		Replace										●		
19	Intake air hose	Check			●									
		Replace										●	*3	
20	Toe-in	Adjust			●									
21	Engine valve clearance	Adjust						●						
22	Fuel injection nozzle injection pressure	Check							●					#
23	Injection pump	Check								●				#
24	Cooling system	Clean										●		

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CHAPTER 14

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SAFETY FIRST

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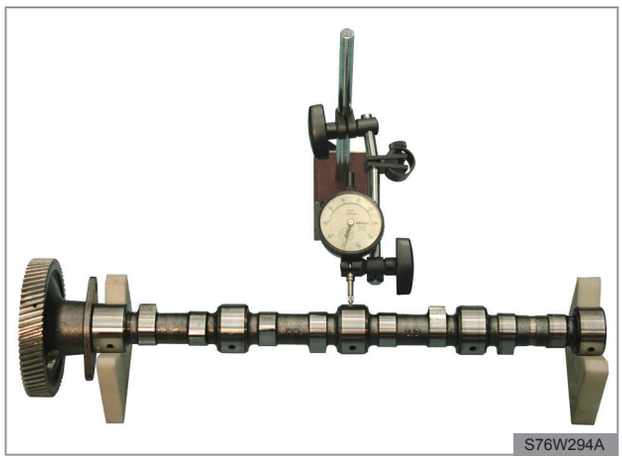
3. SAFETY DECALS..... 0-9

3.1 The location of safety decal 0-9

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5.12.7 VALVE CAMSHAFT DEFLECTION CHECK



1. Place the camshaft on V blocks with its journals supported and set a dial indicator with its tip on the intermediate journal.
2. Measure the eccentricity (half of the measured value) while turning the camshaft on the V blocks.
3. If the eccentricity exceeds the allowable limit, replace the camshaft.

Eccentricity	Allowable limit	0.05 mm 0.002 in.

5.12.8 VALVE CAM HEIGHT MEASUREMENT

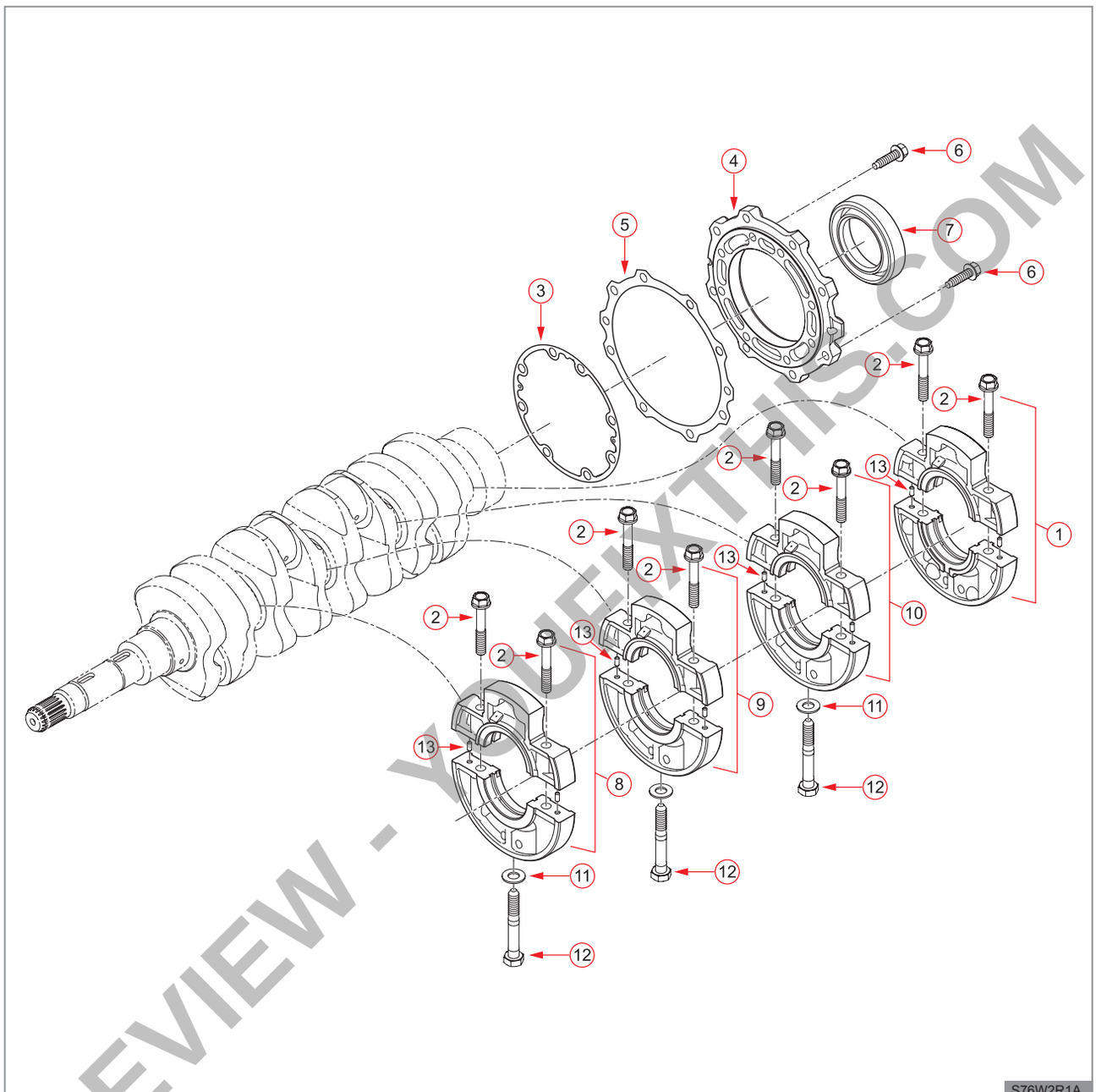


1. Measure the height of the camshaft lobe at largest O.D. with an outside micrometer.
2. If the measured value is below the allowable limit, replace the camshaft.

Cam height	Intake	Specification	33.59 mm 1.322 in.
		Allowable limit	33.54 mm 1.320 in.
	Exhaust	Specification	33.69 mm 1.326 in.
		Allowable limit	33.64 mm 1.324 in.

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7.5 E050 MAIN BEARING CASE

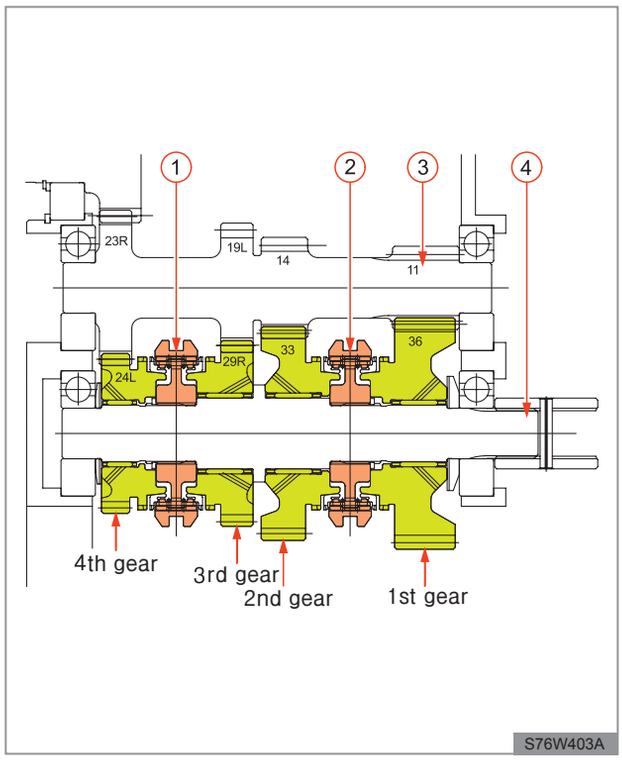


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COMPONENTS

(1) Main bearing case assembly
(2) Bearing case bolt 1
(3) Bearing case gasket
(4) Main bearing case cover
(5) Bearing case cover gasket
(6) Bolt with captive washer
(7) Oil seal
(8) Main bearing case assembly 1
(9) Main bearing case assembly 2
(10) Main bearing case assembly 3
(11) Plain washer
(12) Bearing case bolt 2
(13) Dowel pin

▶ OPERATING PRINCIPLE OF SYNCHRONIZER

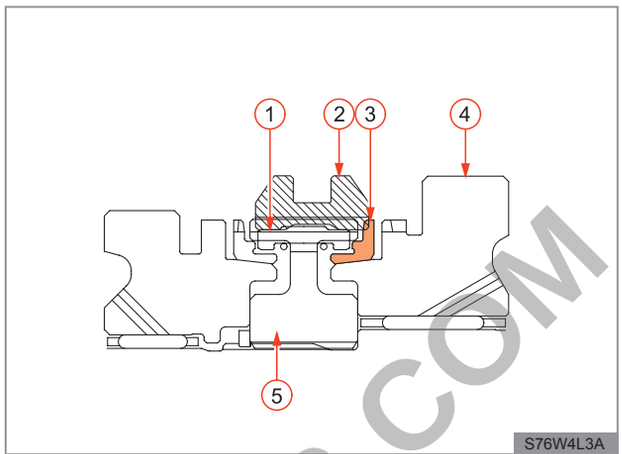


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There are two shifters on the counter shaft for main gear shift. The shifter (1) is for 3rd and 4th gear shift and the shifter (2) is for 1st and 2nd gear shift. Both have a synchronizer function so that the gear shifting is possible while driving.

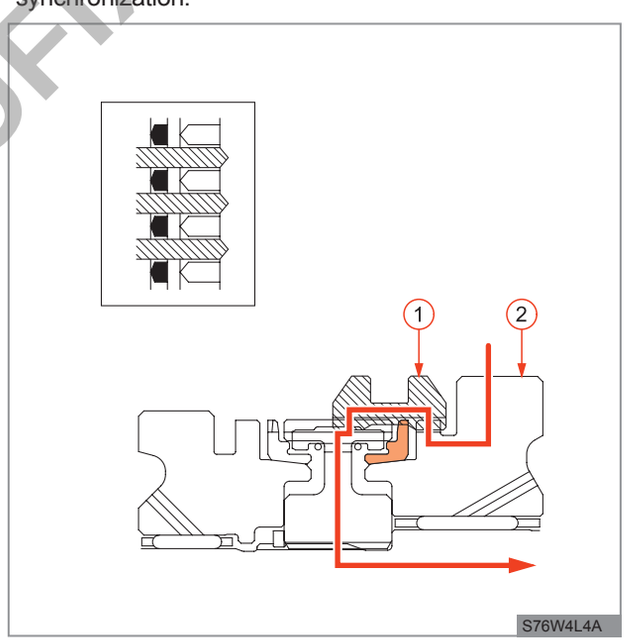
If the clutch is disengaged for gear shift while driving, the engine power is not transmitted, but the tractor continues to move due to the inertia.

The counter shaft (4) and the shifters (1, 2) are connected to the final drive through the shuttle section and the range shift section. Therefore, they rotate as the wheels rotate. However, when the clutch is disengaged, the gears on the counter shaft rotate idle or stop with the gears on the main shaft (3). If there is no synchronizer, the speed difference between the shifter and the shift gear occurs and the gear shift is impossible unless the tractor stops completely. The synchronizer reduces the speed difference between the shifter and the shift gear so that it is possible to shift while driving.



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The above figure shows the initial stage of the shifting operation. The shifter (2) is moved by the shift fork and compresses the synchronizer key (1) which then compresses the synchronizer ring (3) against the cone of the gear (4). Therefore, the gear (4) rotates at the same speed with the shifter (2) and the synchro hub (5) due to the friction of the synchronizer. This is called "synchronization."

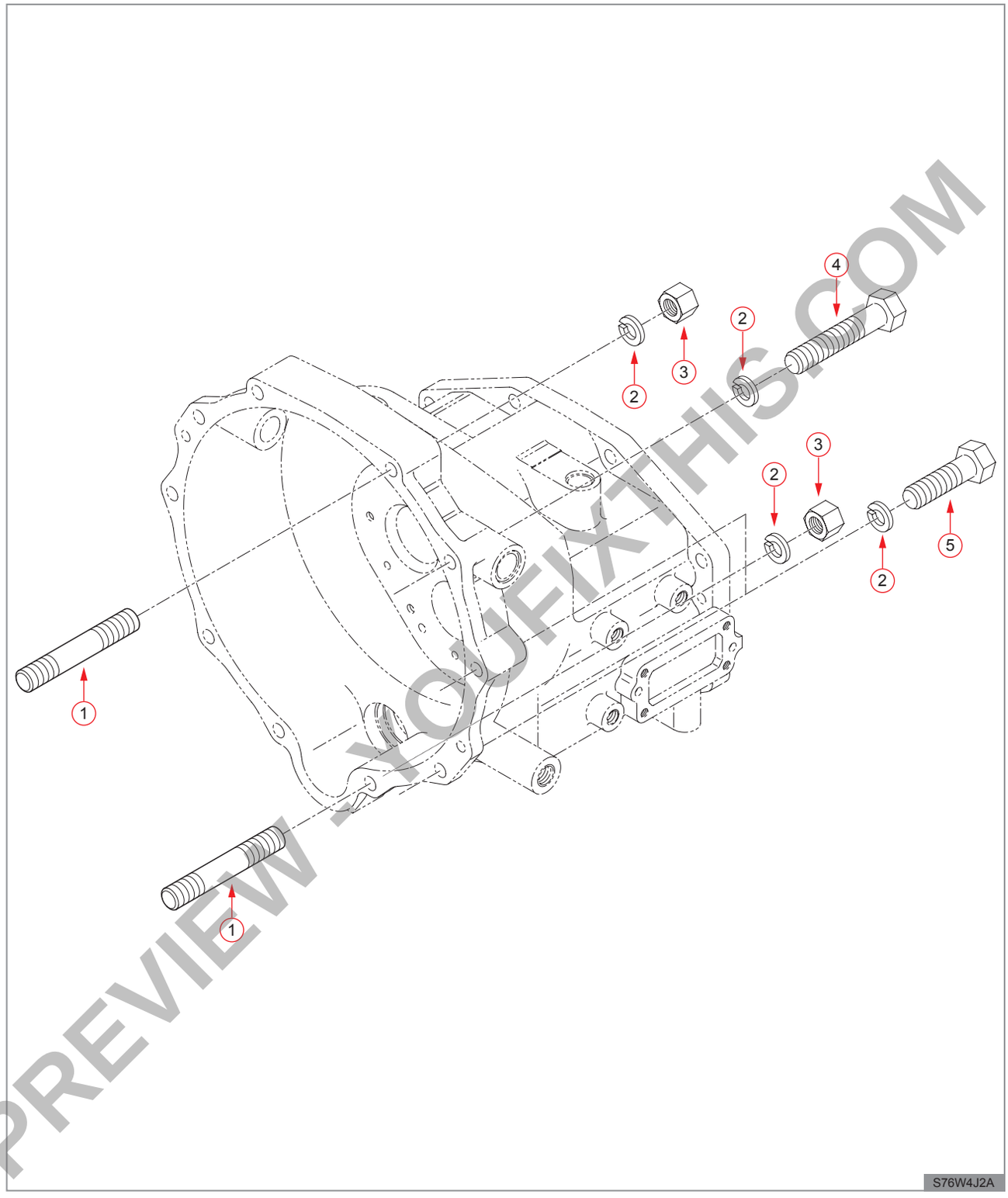


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The above figure shows the final stage of the shift operation. As the gear (2) and the shifter (1) are synchronized, the inner teeth of the shifter (1) and the outer teeth of the gear (2) are engaged smoothly for the proper shift operation.

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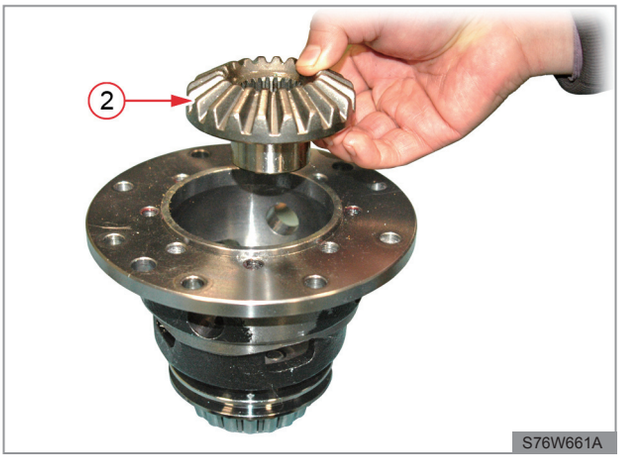
5.1.2 T140A CLUTCH HOUSING 2



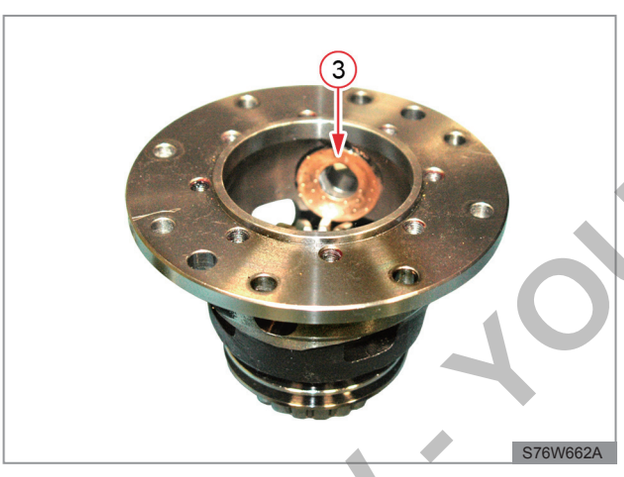
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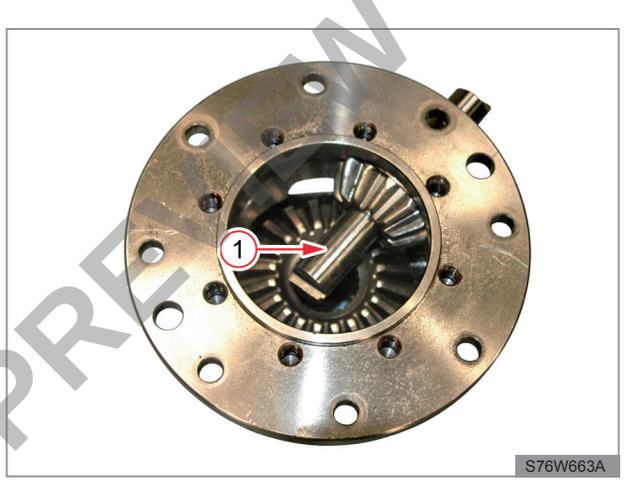
COMPONENTS

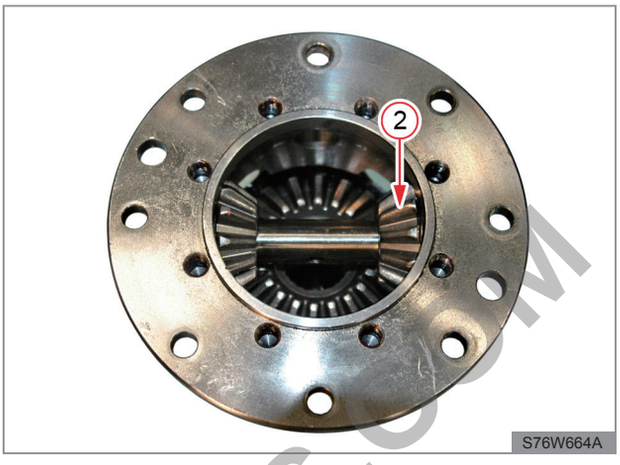
(1) Stud bolt
(2) Spring washer
(3) Nut
(4) Bolt
(5) Bolt

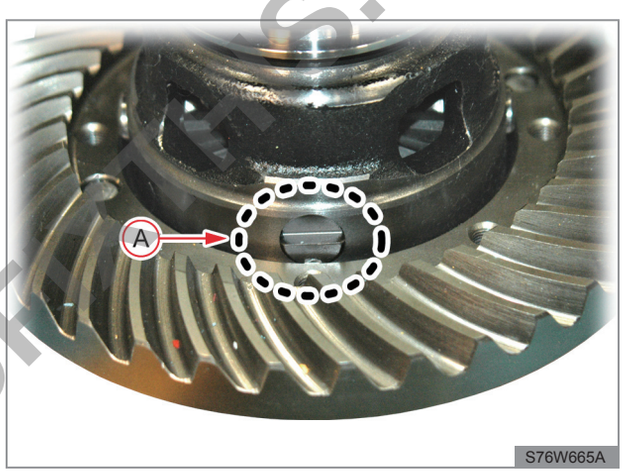


1. Place the differential washer (1) in the differential case and install the side gear (2), which has a differential lock system pin hole.

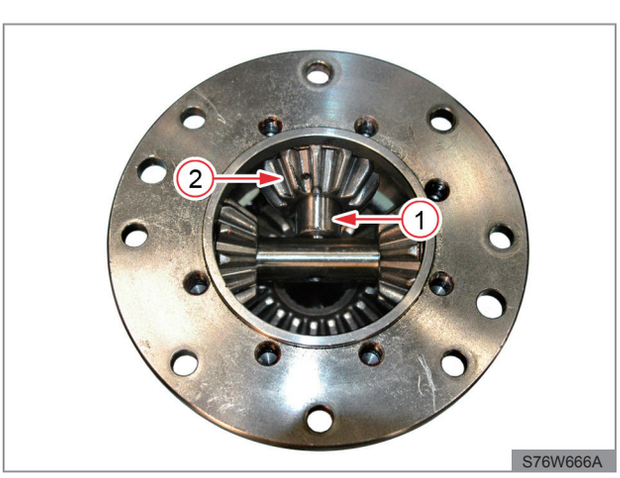




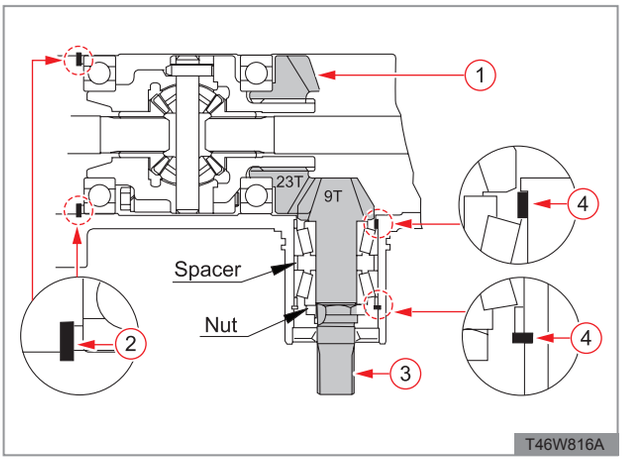




2. Install the differential pinion shaft 1 (1), pinion (2) and washer (3) at the same time. The ledge (A) at the end of the shaft should be on the lower side of the case.



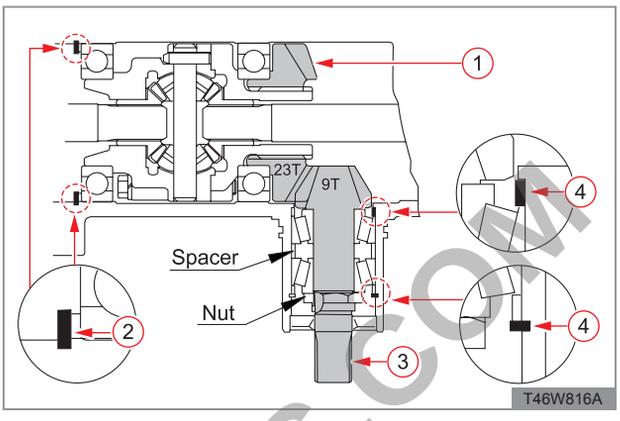
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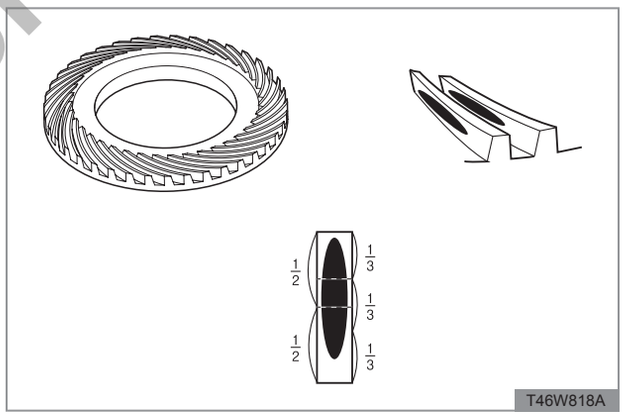
4. Adjust the shim (2) if the 23 spiral bevel gear (1) should be move to adjust the backlash.
   - Size of shim : 0.8mm (0.0315 in.)
     1.0mm (0.0394 in.)
     1.2mm (0.0472in.)
     2.0mm (0.0787 in.) Standard shim
     2.3mm(0.0906 in.)
5. Replace the collars (4) installed on front and rear sides of the shaft if the spiral bevel pinion shaft (3) should be moved. However, the overall thickness of the front and rear collars should be 12 mm (0.4724 in.).
   - Size of adjusting collar :
     5.8mm (0.2283 in.)
     5.9mm (0.2323 in)
     6.0mm (0.2362 in.) Standard collar
     6.1mm (0.2402 in.)
     6.2mm (0.2441 in.)
6. Measure the contact area if the shim or collar has been adjusted.
   - **This procedure can be skipped if adjusting shim is unnecessary**

4.9 TOOTH CONTACT OF SPIRAL BEVEL

- **INSPECTION**



1. Clean the teeth after removing the 9 bevel pinion shaft (3) and the 23 spiral bevel gear (1).
2. Coat all the teeth of the pinion shaft (3) with contact grease and reassemble it.
3. Turn the pinion shaft for approx. 10 turns and check the dimension of the contact area by a contact mark on the teeth of the 23 spiral bevel gear (1).
4. Adjust the contact area using the shim (2) and (4).



- The contact area should be over 35 % of the entire teeth area and the center of the contact mark should be close to the center of the pinion in height. Also, the center of the contact mark should be located on the 1/3 spot from the toe of the teeth to the center of the teeth in length.

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• SPOOL AND SLEEVE

1. The spool (20) and sleeve (21) consist of the rotary valve to selectively switch the fluid passage as well as the direction of the fluid flow.

   There are three types of fluid passage; Neutral, Right turn, and Left turn.
2. The spool is fitted to be rotatable within the sleeve, which fitted into the bore of the valve body.

   The spool and sleeve are mechanically interconnected.
3. The springs (10) are installed through the spool (20) and sleeve (21) to maintain the connected state of the spool and the sleeve.

   This position corresponds to the neutral state, and is kept as long as the steering wheel is not turned.
4. The pin (11) is fitted to the drive shaft (14) and the sleeve (21), there being some clearance between the pin and the holes on the spool.
5. The pin (11) is fitted to the drive shaft (14) and the sleeve (21), there being some clearance between the pin and the holes on the spool.
6. At this moment, a fluid passage is formed between the spool and the sleeve to operate the steering system. When the shaft and sleeve stop rotating, the spool and sleeve.
7. return to their original positions by the spring. Then, the fluid passage is closed and the return passage is open.

• DRIVE SHAFT (DRIVER)

1. The pump drive shaft (14) is slightly tilted off the spool axis, and is splined to the pump gear of the Gerotor pump assembly by its bottom end.
2. In the event of loss of fluid pressure, turning the steering wheel drives the Gerotor through this shaft to operate the steering manually.

• GEROTOR PUMP

The Gerotor pump provides the steering system with a back-up device for steering, and operates as previously described.

• CHECK VALVE

The check valve normally remains closed, which prevents the fluid from flowing from its inlet side to its outlet side directly.

When the steering system is manually operated, this valve forms the fluid passage so that the fluid returned from the steering cylinder flows to the Gerotor pump for recirculation.

• RELIEF VALVE

The relief valve (9a) prevents excessive hydraulic pressure from building up in the steering pump and circuit.

In other words, it protects the circuit when the steering cylinder stroke is completed or the steering is not possible due to the outer force.

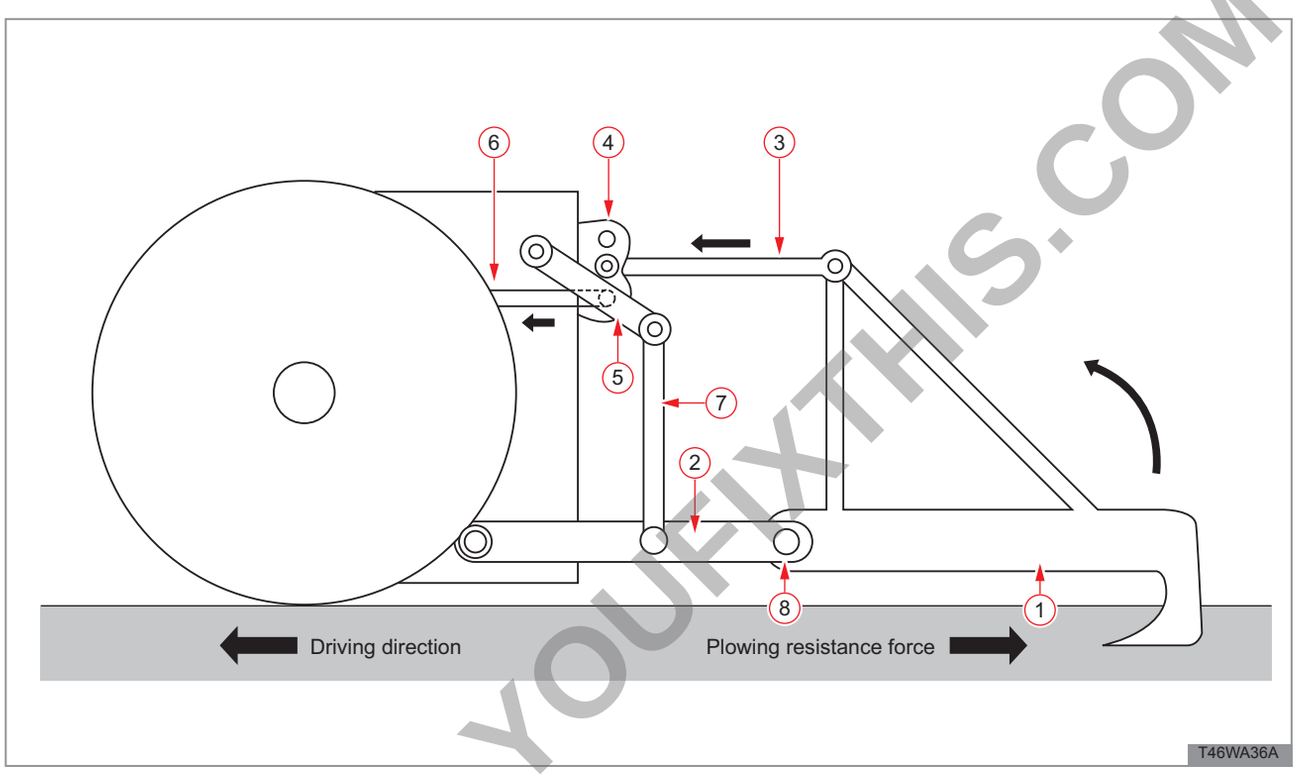
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DRAFT CONTROL

The plow is the implement that has the closest relationship with the draft function.

It is not easy to keep the plowing depth while plowing.

If the overload is applied to the plow due to the excessively deep plowing depth, the draft automatically lifts the 3-point hitch to operate the plow with less load.



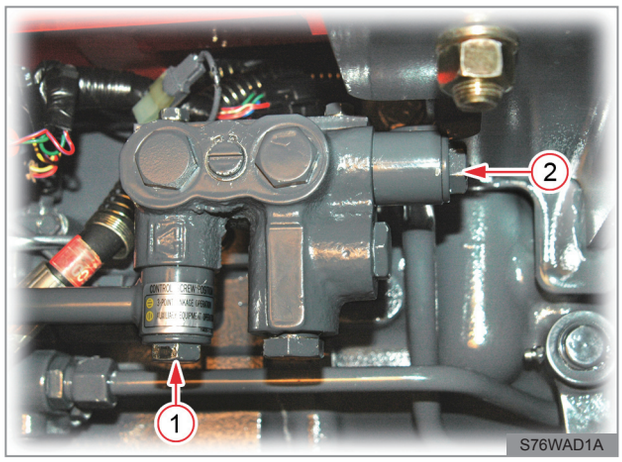
Components

(1) Plow
(2) Lower link
(3) Top link
(4) Top link bracket
(5) Lift arm
(6) Draft Rod
(7) Lift rod
(8) Hinge point

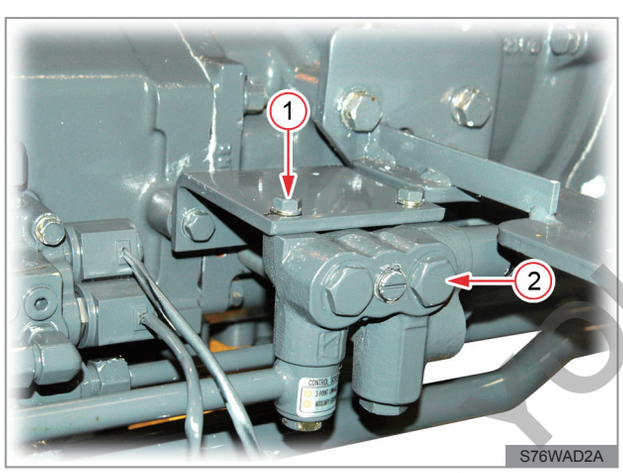
If the plow (1) is stuck too deep in the field and the excessive plowing load is applied to the lower link (2), the plow (1) tries to turn counterclockwise around the hinge point (8) of the lower link (2). This rotating force is transferred through the top link (3) and compresses the top link bracket (4) to the arrow direction.

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5.6 HYDRAULIC BLOCK DISASSEMBLY



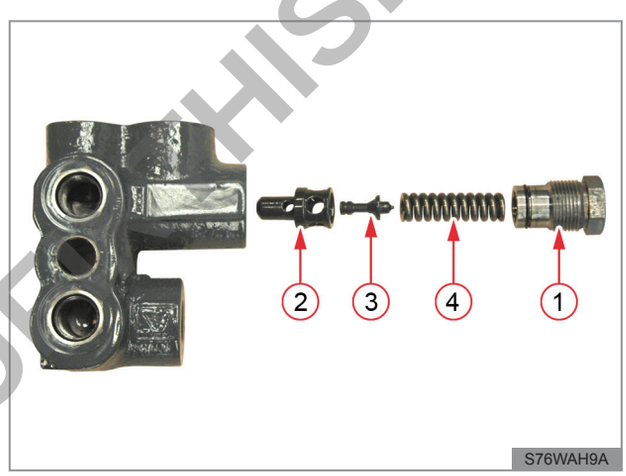
1. Unscrew the joint bolts (1, 2) and disconnect the hydraulic pipe.



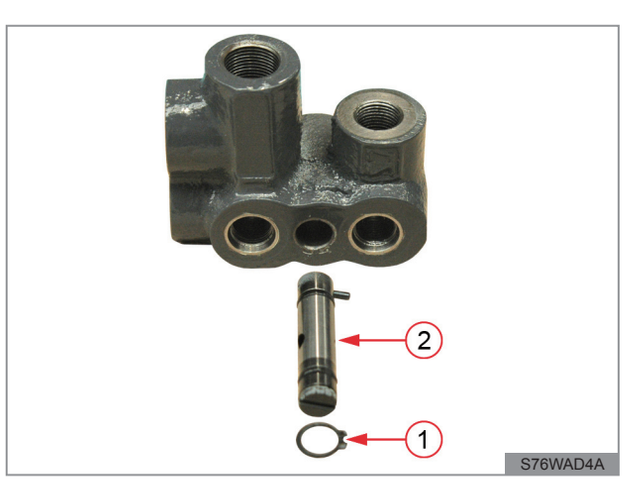
2. Unscrew the bracket tightening bolts (1) and remove the hydraulic block (2).

5.6.1 HYDRAULIC BLOCK ASSEMBLY COMPONENTS DISASSEMBLY





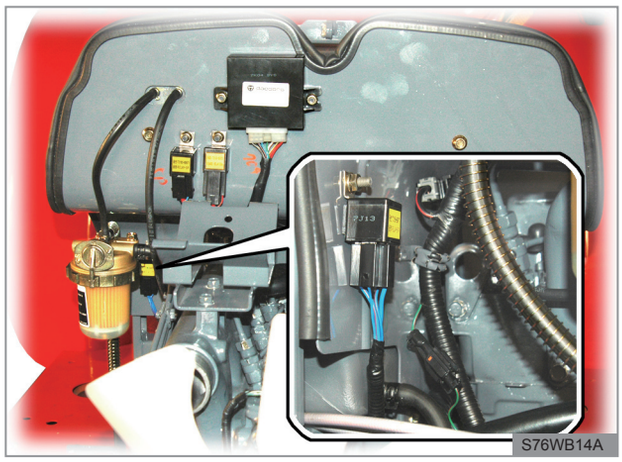
1. Unscrew the plug (1) and remove the valve seat (2), valve (3) and spring (4).



2. Pull out the snap ring (1) and remove the switch shaft (2).

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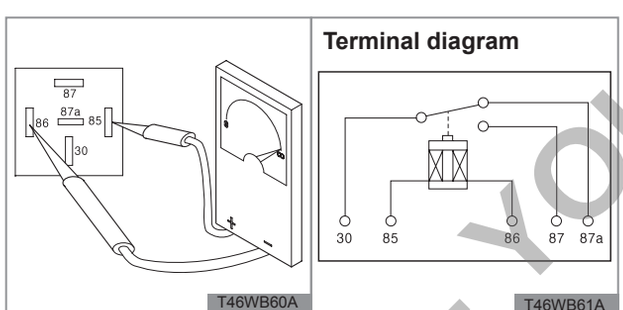
2.7 ENGINE STOP RELAY 5P



The engine stop relay 5P is installed on the right lower side of the shield plate in the engine compartment.

This relay is used as power supply to the holding coil of the engine stop solenoid.

▶ RELAY TEST



To perform the relay test, disconnect the relay from the wiring.

Check the resistance and continuity within the resistance range (Ω) of a tester.

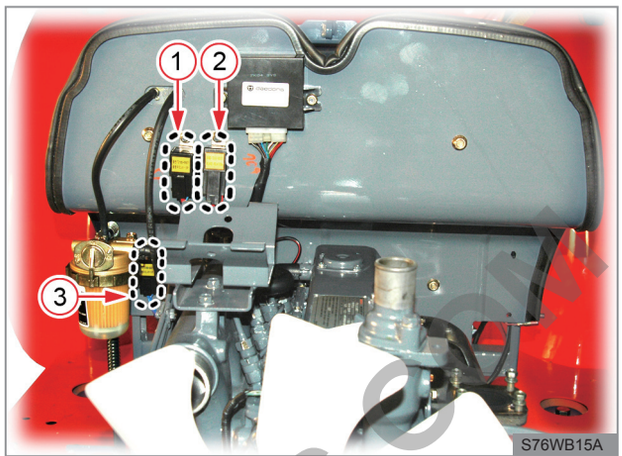
Numbers on the auxiliary relay terminals indicate corresponding coil and contact.

- Capacity: Contact A → 30A (No. 30, 87)
  Contact B → 20A (No. 30, 87a)

Range	Tester's measuring point		Result
	Red lead	Black lead	
Resis-tance	Relay 85	Relay 86	Approx. 84 Ω
	Relay 30	Relay 87a	Continuity
	Relay 30	Relay 87	No continuity

※ When measuring the resistance with a tester, it is OK to switch the leads (red and black).

2.8 PREHEAT RELAY

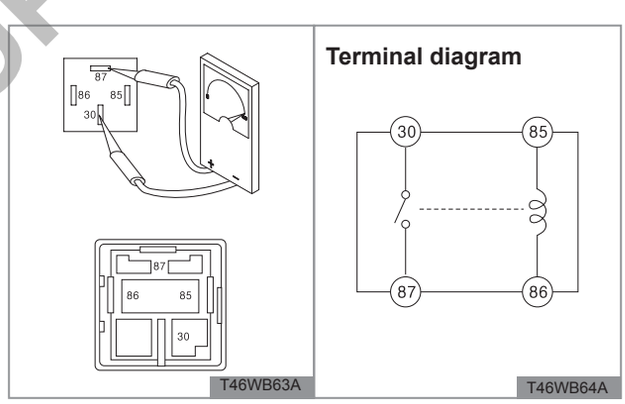


(1) Ignition relay (2) Preheat relay (3) Engine stop relay

The preheat relay is installed to the shield plate in the engine compartment.

The preheat relay is used when starting the engine.

▶ RELAY TEST



To perform the relay test, disconnect the relay from the wiring.

Check the resistance and continuity within the resistance range (Ω) of a tester.

Numbers on the auxiliary relay terminals indicate corresponding coil and contact.

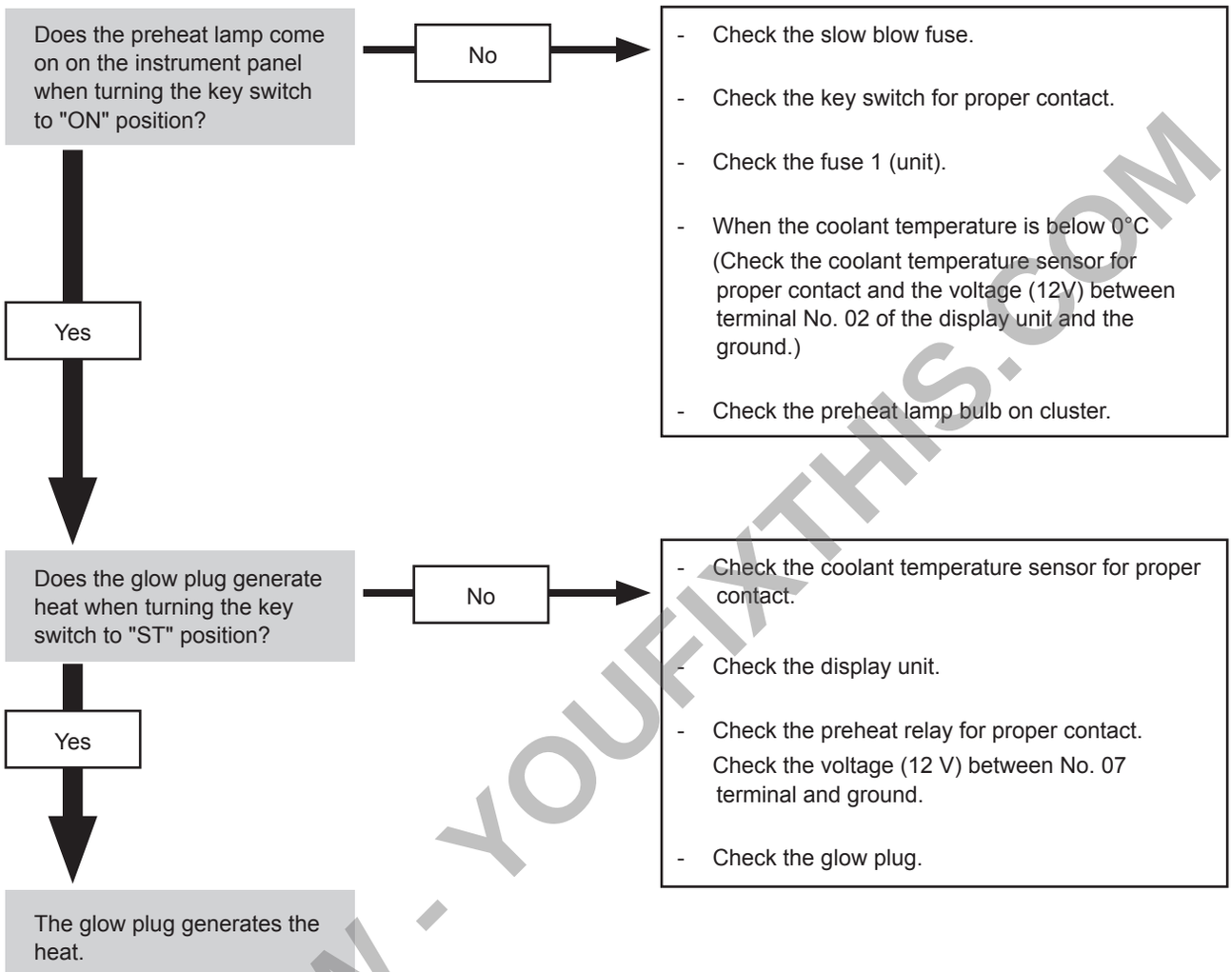
- Capacity: 12 V 70 A

Range	Tester's measuring point		Result
	Red lead	Black lead	
Resis-tance	Relay 85	Relay 86	Approx. 86 Ω
	Relay 30	Relay 87	No continuity

※ When measuring the resistance with a tester, it is OK to switch the leads (red and black).

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▶ DIAGNOSIS SEQUENCE



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