7 BRAKES

Service Brakes ..... 7002 SM 8-11470
Hydraulic Trailer Brake Valve
MC Series and MTX110 to MTX150 Tractors ..... 7004 SM 8-10910

8 HYDRAULICS

Hydraulic Troubleshooting and Schematic ..... 8001 SM 8-11320
Hydraulic Troubleshooting and Schematic
MTX110 to MTX150 Tractors from Transmission Serial No JJA300646
MTX155 to MTX200 Tractors from Transmission Serial No JJA400695 ..... 8001 SM 8-14100
Charge Lubrication Pump
MC Series and MTX110 to MTX150 Tractors ..... 8003 SM 8-10940
Charge Lubrication Pump
MTX155 to MTX200 Tractors ..... 8003 SM 8-11450
Hydraulic Valves ..... 8006 SM 8-14110
Front Hitch ..... 8007 SM 8-11340
Remote Valves
MC Series and MTX110 to MTX150 Tractors ..... 8008 SM 8-11350
Remote Valves (Bosch)
MC and MTX Series Tractors ..... 8008 SM 8-14040

9 CHASSIS AND MOUNTED EQUIPMENT

Pedal, Lever and Switch Adjustments ..... 9001 SM 8-11362

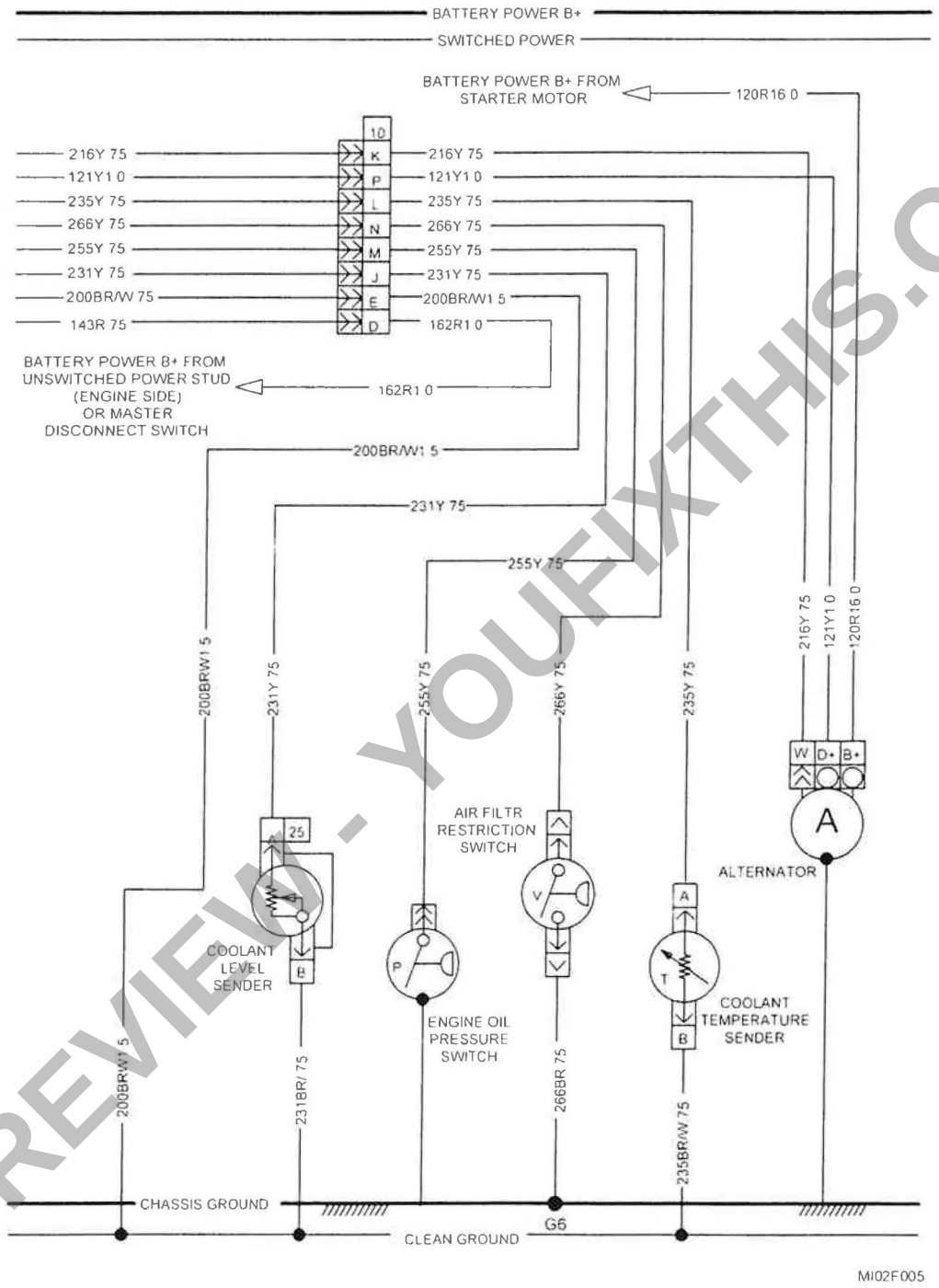
10 CONTROLLER SYSTEMS

Hitch/MFD/Differential Lock Controller - Calibration, Error Codes
Troubleshooting and Schematics ..... 10002 SM 8-11413
Independent Front Suspension Axle Controller
Calibration, Error Codes, Troubleshooting and Schematics ..... 10003 SM 8-11420
Speed Sequencer Controller, F/N/R and powershift
- Calibration, Error Codes Troubleshooting and Schematics
(For Tractors With Speed Sequencer) ..... 10004 SM 8-11430
PTO Controller (For Tractors With Speed Sequencer),
F/N/R Controller and Powershift (For Tractors Without Speed Sequencer)
- Configuration, Error Codes, Troubleshooting and Schematics ..... 10006 SM 8-11441
Instrument Cluster Controller
Software Programming, Error Codes, Troubleshooting and Schematics
For Tractors Equipped With Dot Matrix Display Instrument Clusters ..... 10009 SM 8- 14070
Hitch and PTO Controller Programming ..... 10010 SM 8-11061
Automatic Temperature Control
error Codes, Troubleshooting and Schematics ..... 10012 SM 8-14080

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INSTRUMENT CLUSTER WARNING LIGHTS AND GAUGES



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CIRCUIT GENERAL INFORMATION

Brake Light Circuit

Switched power flows through fuse 24 to both brake relays 4 (left) and 5 (right) at terminal 3.

Switched power flows through fuse 26 to both brake pedal switches at terminal A.

With the left hand brake pedal depressed, power flows from terminal B of the switch to terminal 1 (86) of the left hand brake relay (relay '4') through the relay windings to terminal 2 (85). Power then flows to ground at G2 energizing the relay.

With the right hand brake pedal depressed, power flows from terminal B of the switch to terminal 1 (86) of the right hand brake relay (relay '5') through the relay windings to terminal 2 (85). Power then flows to ground at G2 energizing the relay.

With relays 4 (left) or 5 (right) energized, power flows through the relay(s) from terminal 3 (30) to terminal 5 (87) and to both the left and right hand brake lights and to terminal 6 of the 7 pole trailer socket. Power flows through the brake lights to ground at G5 illuminating the lights.

Air Trailer Brake Solenoid Circuit

Switched power flows through fuse 29 and the in-line fuse to the air trailer brake relay terminals 86 and 30.

With the park brake engaged power flows from terminal 86 through the relay windings to terminal 85, through the park brake switch to ground, energizing the relay. With the relay energized there is no power flowing through the relay from terminal 30 to terminals 87a and to the air trailer brake solenoid.

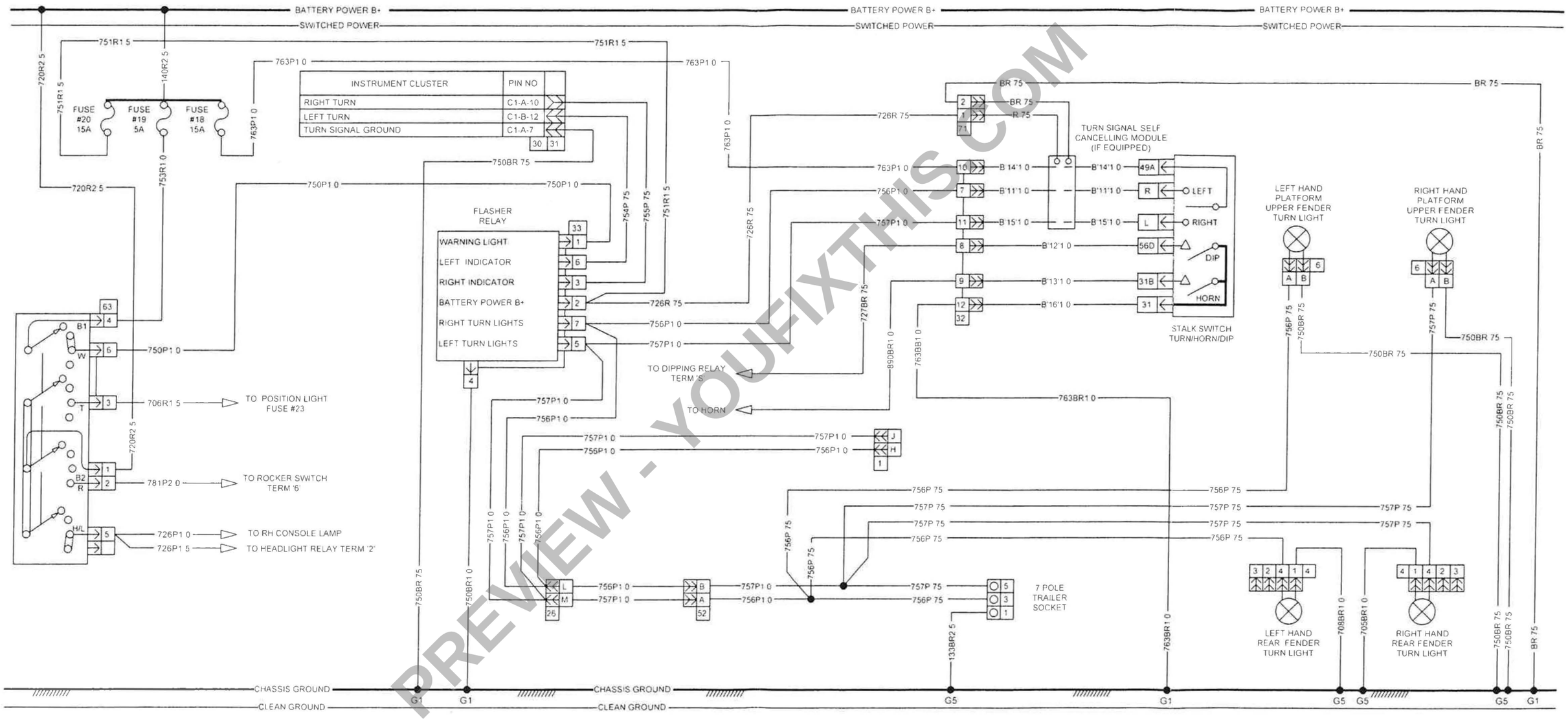
With the park brake disengaged power will not flow from terminal 86 through the relay windings to terminal 85, and the relay will be de-energized. With the relay de-energized power flows through the relay from terminal 30 to terminals 87a and to the air trailer brake solenoid to ground, energizing the solenoid.

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SCHEMATIC CIRCUIT
(For American Specification Platform Tractors)

AMERICAN SPECIFICATION PLATFORM TURN SIGNAL WARNING LIGHTS

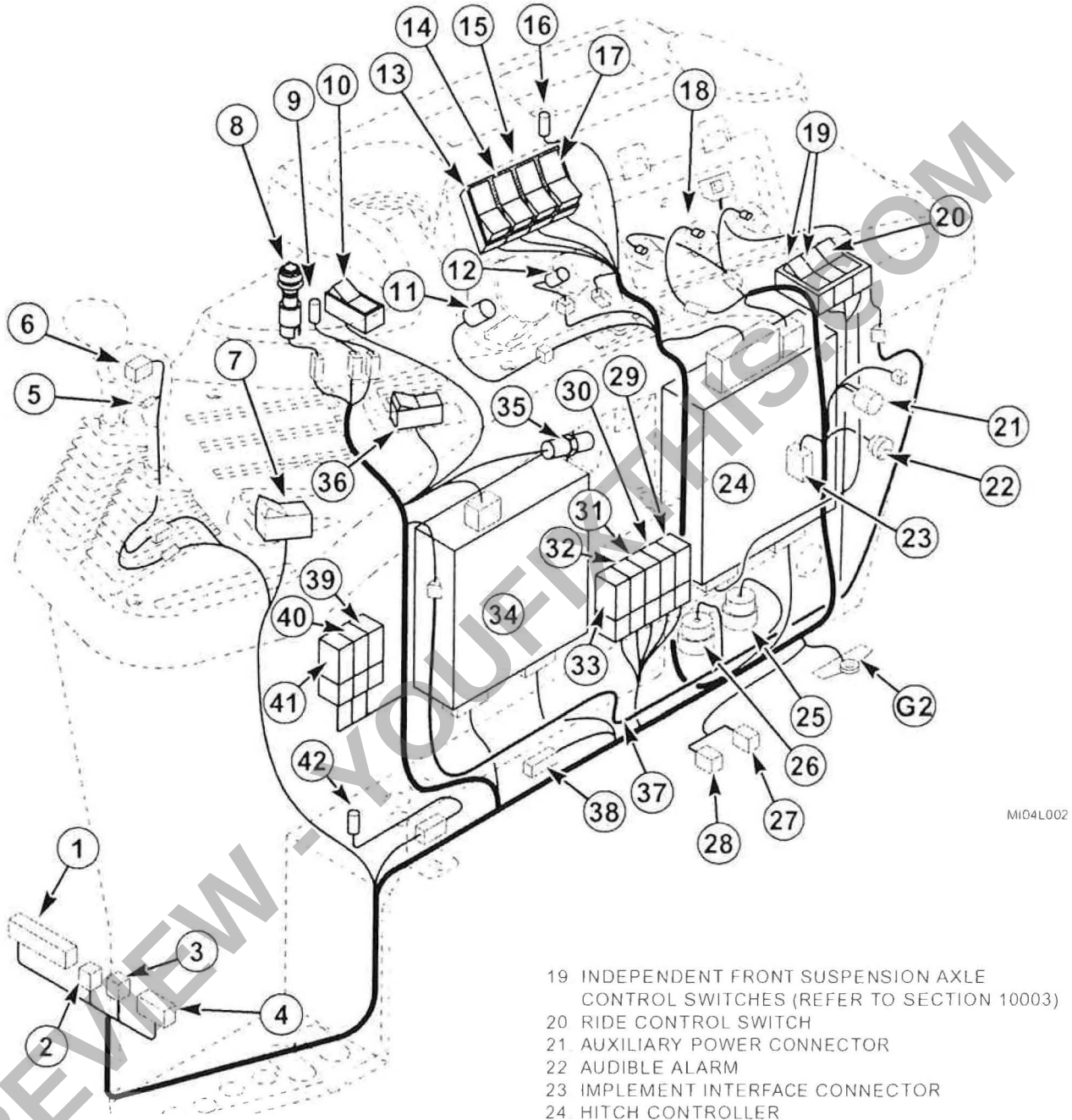


MI02G073

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Right Hand Console Components
(For Tractors Without Speed Sequencer or AutoSpeed)



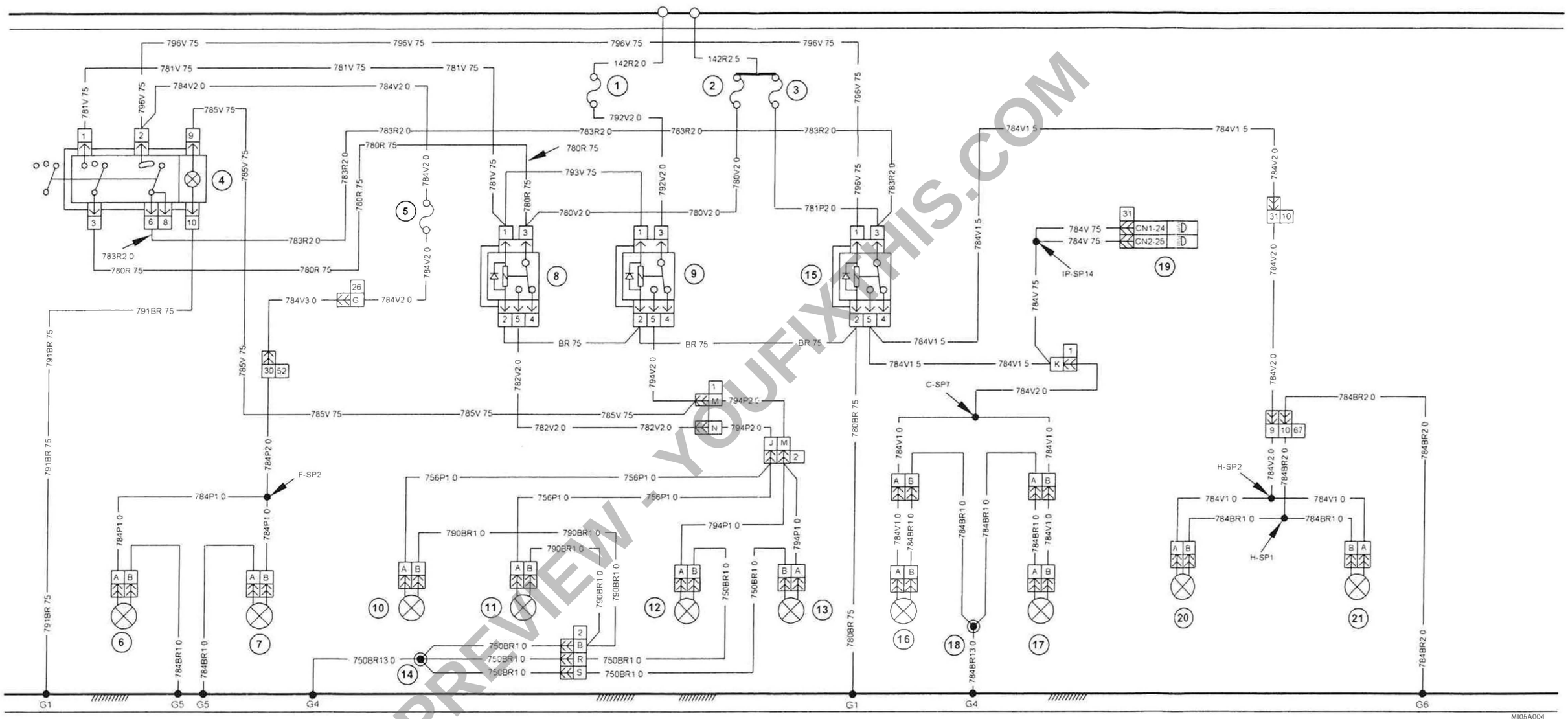
1 CONNECTOR 26 (INSTRUMENT PANEL HARNESS)
2 CONNECTOR 27 (INSTRUMENT PANEL HARNESS)
3 CONNECTOR 28 (INSTRUMENT PANEL HARNESS)
4 CONNECTOR 29 (INSTRUMENT PANEL HARNESS)
5 SOFT SHIFT SWITCH
6 POWERSHIFT SWITCH
7 HITCH ENABLE SWITCH (HITCH UP/DOWN)
8 REAR PTO SWITCH
9 REAR PTO INDICATOR LIGHT
10 AUTO PTO SWITCH
11 POSITION COMMAND POTENTIOMETER
12 LOAD COMMAND POTENTIOMETER
13 DIFFERENTIAL LOCK SWITCH
14 MFD SWITCH
15 FRONT PTO SWITCH (IF EQUIPPED)
16 CIGAR LIGHTER
17 SLIP CONTROL SWITCH
18 HITCH CONTROLS (REFER TO SECTION 10002)
19 INDEPENDENT FRONT SUSPENSION AXLE CONTROL SWITCHES (REFER TO SECTION 10003)
20 RIDE CONTROL SWITCH
21 AUXILIARY POWER CONNECTOR
22 AUDIBLE ALARM
23 IMPLEMENT INTERFACE CONNECTOR
24 HITCH CONTROLLER
25 CONNECTOR 52 (FENDER HARNESS)
26 CONNECTOR 40 (TRANSMISSION HARNESS)
27 SEAT CONNECTOR
28 OPERATOR PRESENCE SWITCH CONNECTOR
29 PTO DERATE RELAY (NOT USED)
30 DIFFERENTIAL LOCK DERATE RELAY (NOT USED)
31 MFD DERATE RELAY (NOT USED)
32 LEFT BRAKE RELAY
33 RIGHT BRAKE RELAY
34 PTO CONTROLLER
35 PTO SPEED INDICATOR SWITCH
36 4TH AUXILIARY/REMOTE VALVE SWITCH
37 HITCH TO PTO CONTROLLER JUMPER HARNESS
38 LOADER CONTROL CONNECTOR
39 MFD RELAY
40 POWERSHIFT S1 RELAY
41 POWERSHIFT S2 RELAY
42 4TH RANGE LOCKOUT SWITCH

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Schematic Circuit

WORK LIGHT SWITCH, REAR FENDER WORK LIGHTS | CAB WORK LIGHTS | LOWER FRONT CAB WORK LIGHTS | GRILLE WORK LIGHTS



Key

1. FUSE 17 (25 AMP)
2. FUSE 3 (25 AMP)
3. FUSE 2 (25 AMP)
4. WORK LIGHT SWITCH
5. FUSE 4 (15 AMP)
6. LEFT HAND REAR FENDER WORK LIGHT
7. RIGHT HAND REAR FENDER WORK LIGHT
8. CAB REAR UPPER WORK LIGHT RELAY
9. CAB FRONT UPPER WORK LIGHT RELAY
10. LEFT HAND REAR CAB WORK LIGHT
11. RIGHT HAND REAR CAB WORK LIGHT
12. LEFT HAND FRONT CAB WORK LIGHT
13. RIGHT HAND FRONT CAB WORK LIGHT
14. MAIN CAB CHASSIS GROUND SPLICE 12
15. LOWER FRONT WORK LIGHT RELAY
16. LEFT HAND FRONT LOWER CAB WORK LIGHT
17. RIGHT HAND FRONT LOWER CAB WORK LIGHT
18. MAIN CAB CHASSIS GROUND SPLICE 11
19. INSTRUMENT CLUSTER
20. LEFT HAND FRONT GRILLE CAB WORK LIGHT
21. RIGHT HAND FRONT GRILLE CAB WORK LIGHT

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HORN, CIGAR LIGHTER AND SEAT

Horn Circuit

Battery power flows from fuse 1 to the horn through the horn windings to terminal 31b of to the stalk switch. With the horn switch pressed ON (spring release to OFF) power flows through the switch to terminal 31 then to ground at G1 operating the horn.

Cigar Lighter Circuit

Battery power flows through fuse 39 to the cigar lighter unit. When the cigar element is pushed IN power flows through the cigar lighter element to ground at G2 heating the element. When the element reaches the required temperature the element will partially eject and disconnect the power supply to the element.

Electric Air Seat Circuit

Switched power flows through fuse 27 to the seat connector terminal A. From terminal A of the seat connector power flows to the seat switch raise/lower switch.

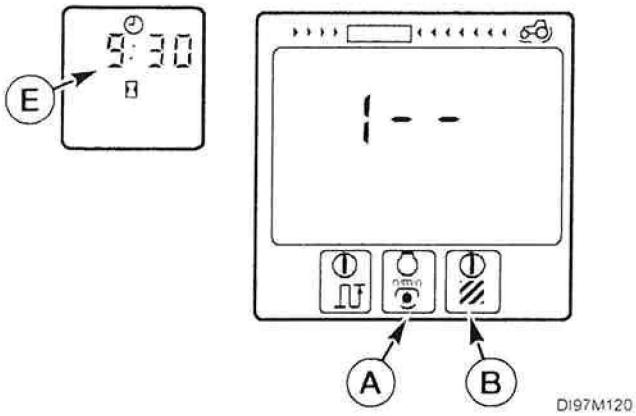
With the raise/lower switch held in the raise position (spring release to OFF) power flows through the raise/lower switch to the electric seat motor, through the motor to terminal B of the seat connector. Power then flows to ground at G2 energizing the motor.

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PROGRAMMING THE DIGITAL INSTRUMENT CLUSTER (Programme Menus 1 to 6)

STEP 1



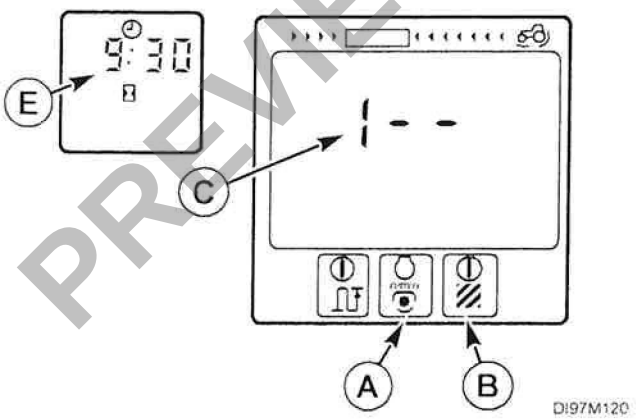
Press and hold the Engine/PTO RPM switch (A) and turn the key counter-clockwise to the accessory position. The top digital display should display the menu code 1-- as shown. Release the switch, the clock display (E) will begin to flash on and off.

NOTE: *To change the menu code number press switch (A) to decrease the number and switch (B) to increase the number.*

Clock Programming (Menu Code 1)

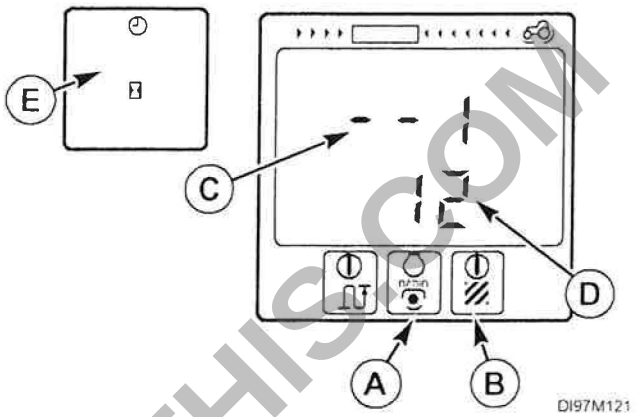
NOTE: *The instrument cluster digital clock can be programmed to display a 12 hour time display or a 24 hour time display.*

STEP 2



If the menu code display (C) is not as shown press switches (A) or (B) until the menu code 1-- is displayed. The clock display (E) will begin to flash on and off.

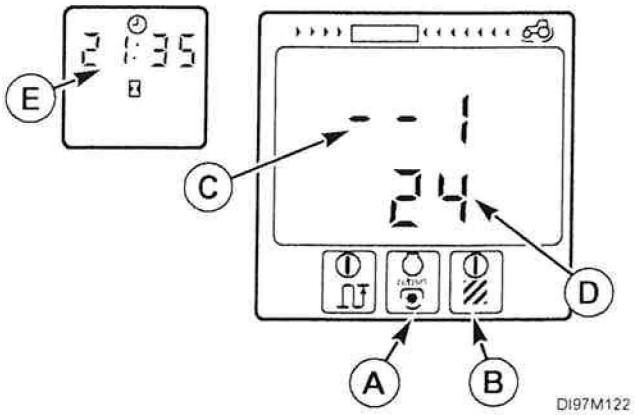
STEP 3



Press and hold switches (A) and (B) at the same time. The menu code will change to --1 and 12 or 24 will appear on the lower digital display (D), release the switches. The clock display (E) will become blank. To change the display press the switch (A) to select 12 or press switch (B) to select 24.

NOTE: *Selecting 12 will programme the clock to for a 12 hour time display and selecting 24 will programme the clock for a 24 hour time display.*

STEP 4



Press and hold switches (A) and (B) at the same time for 1 second to save the selection. The clock display (E) will appear. To change the hour display press switch (A) and to change the minutes press switch (B).

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STEERING COLUMN

Removal and Installation

NOTE: *Items are numbered in the order of Removal, for Installation follow the Removal procedure in reverse order.*

Before removing the Steering Column it will be necessary to carry out the following:

- Park the tractor on hard level ground and apply the parking brake.
- Stop the engine and remove the key.
- Put blocks in front of and behind the rear wheels.

STEP 1

Disconnect the battery, negative (-) terminal first.

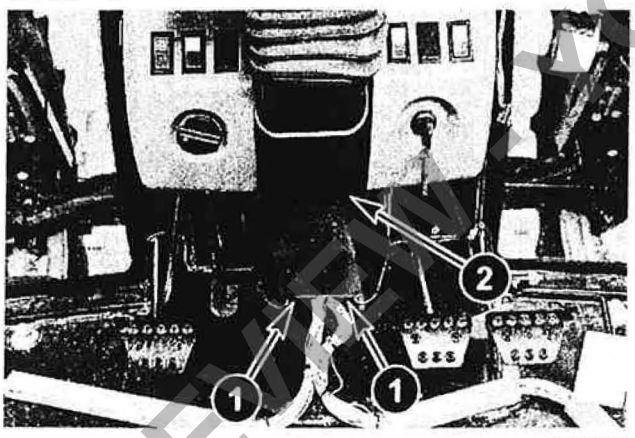
NOTE: *For Installation, connect the battery, positive (+) terminal first.*

STEP 2

Remove the RH and LH instrument panel side covers.

NOTE: *Disconnect the harness from the auxiliary power socket on the RH side cover.*

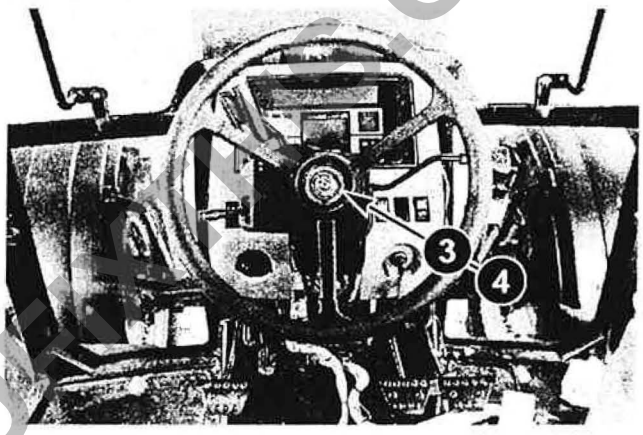
STEP 3



DP98B076

Remove the cab floor mat and remove the two retaining screws (1) and remove the steering column cover (2).

STEP 4

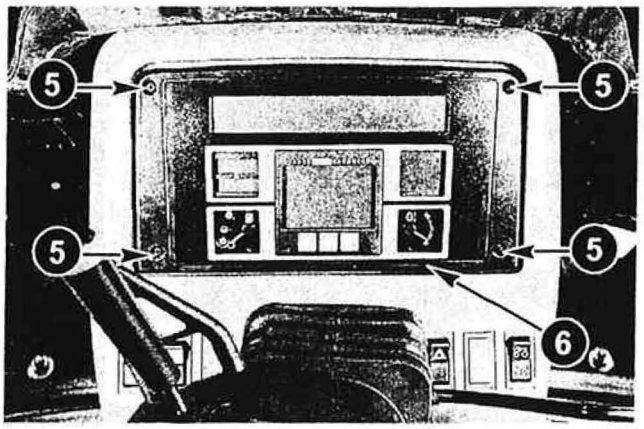


MR01C043

Remove the steering wheel cap. Remove the retaining nut (3) and washer (4), remove the steering wheel.

NOTE: *For Installation, tighten the steering wheel retaining nut (3) to a torque of 45 to 54 Nm.*

STEP 5



MR01Co43

Remove the retaining screws (5). Disconnect the harness and remove the instrument cluster (6).

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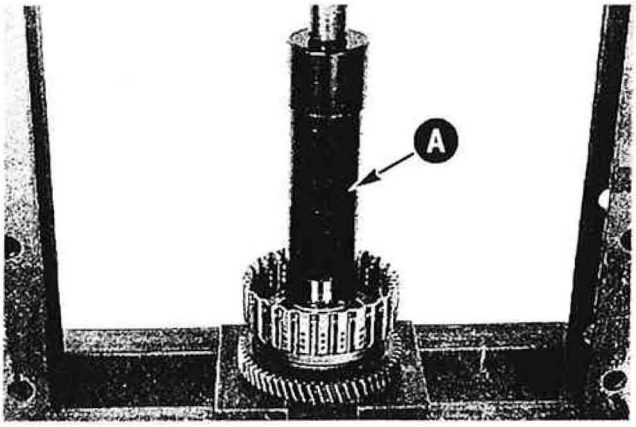
STEP 9

Remove the 3rd gear hub (27), bearing cage (28), spacer (29) and bearing cage (30). Remove the thrust bearing (31) and thrust washer (32).

STEP 10

Remove the snap ring (33), backing plate (34), friction plates (35) and separator plates (36).

STEP 11



DD96A036

Install the input shaft onto a suitable hydraulic press. Use the spring compressor MC1992 (A) to compress the piston return spring (39). Release the snap ring (37) from the groove in the input shaft. Release the pressure from the press and remove the spring compressor.

STEP 12

Remove the snap ring (37), spring retainer (38) and spring (39).

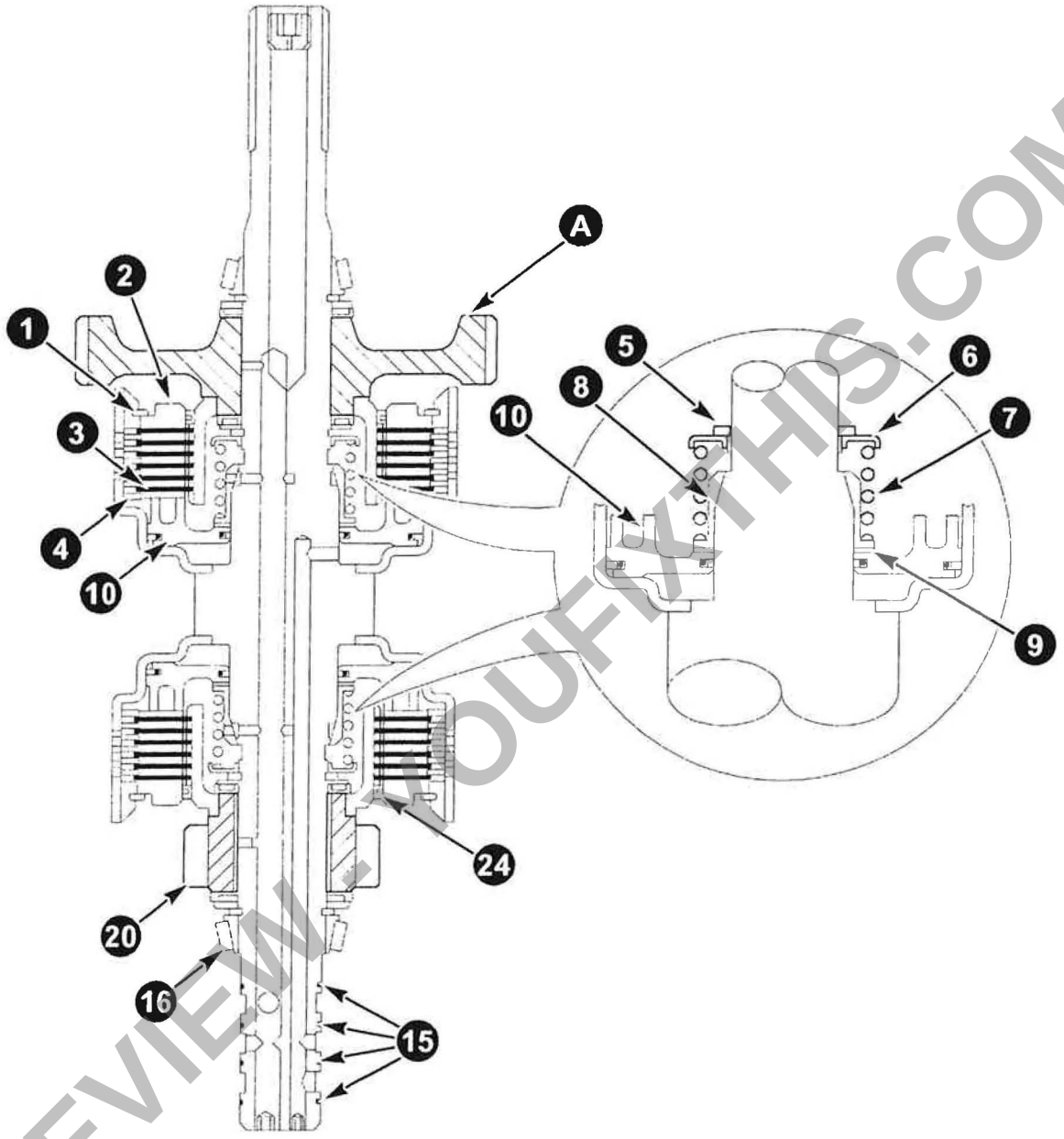
STEP 13

Remove the piston (40) from the 3rd gear clutch housing. Remove and discard the piston sealing ring (41), o-ring (42), sealing ring (43) and o-ring (44).

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Cross Sectional Drawing of the Shuttle Shaft



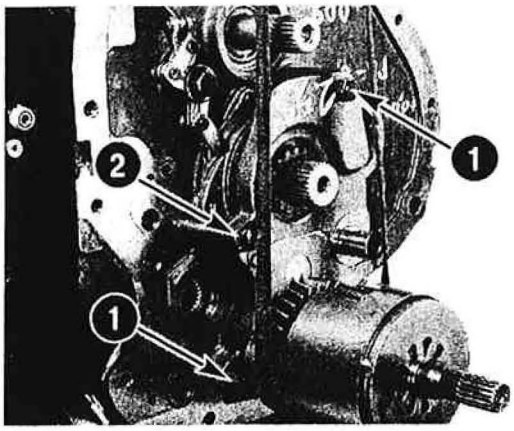
DI96A001

A. FORWARD GEAR HUB
1. SNAP RING
2. BACKING PLATE
3. FRICTION PLATES
4. METAL SEPARATOR PLATES
5. SNAP RING
6. SPRING RETAINER
7. SPRING
8. LUBRICATION SLEEVE
9. SHIMS
10. PISTON
15. SEALING RINGS
16. BEAERING CONE
20. REVERSE GEAR HUB
24. SEALING RING

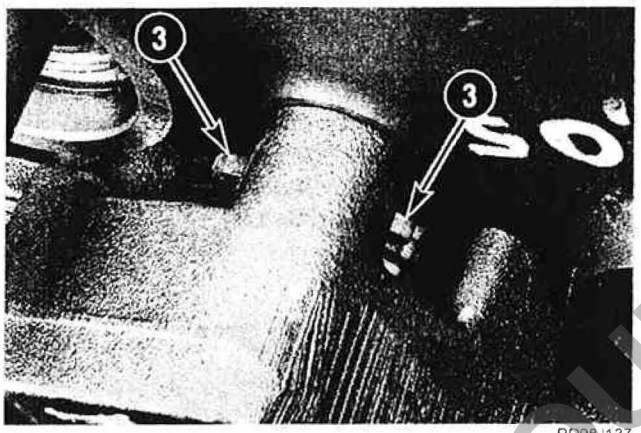
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STEP 241



RD98K084



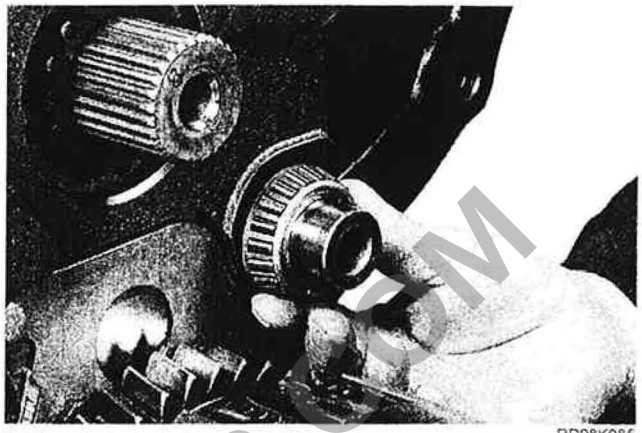
RD98J137

1. M16 Bolt
2. M12 Bolt
3. Park Brake Ears

Put a sling on the MFD clutch assembly. Move the assembly into position on the bearing carrier. Align the ears on the park brake plates as shown. Tighten the M16 bolts to a torque of 221 to 250 mm (160 to 185 lb ft). Tighten the M12 bolt to a torque of 89 to 100 Nm (65 to 74 lb ft).

IMPORTANT: *Be sure the brake discs do not slip behind the hub. Be sure that the ears on the plates are positioned correctly.*

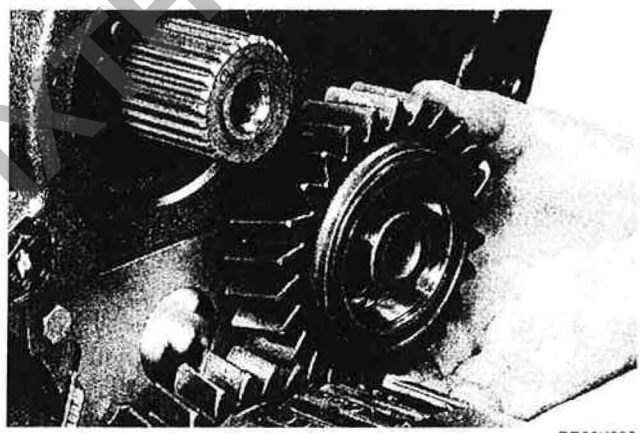
STEP 242



RD98K085

Install the rear bearing cone on the idler shaft.

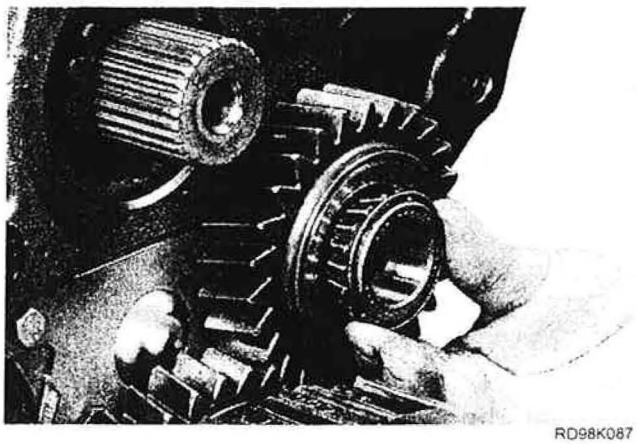
STEP 243



RD98K086

Install the MFD idler gear on the rear bearing cone.

STEP 244



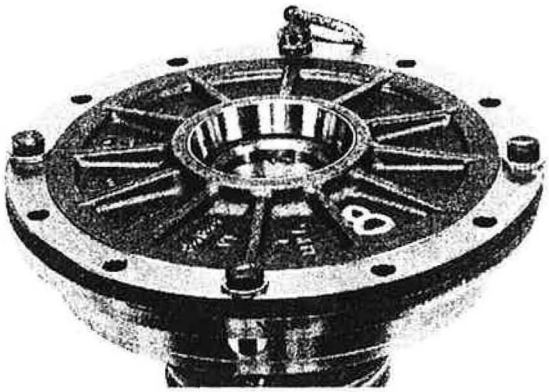
RD98K087

Install the front bearing into the gear.

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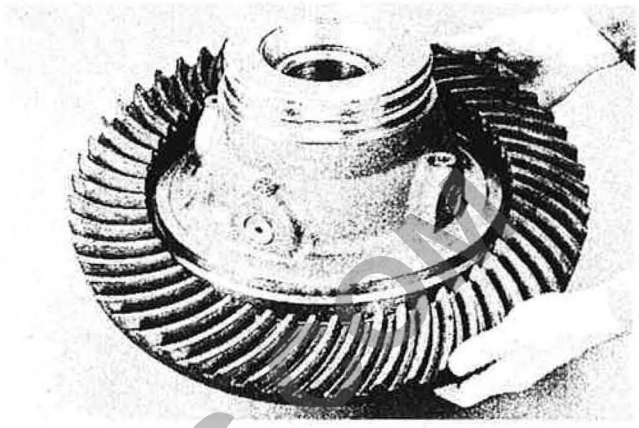
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STEP 106



If the pinion shaft has not been removed, install four bolts and nuts and a lifting eye in the differential. Go to Step 163.

STEP 107

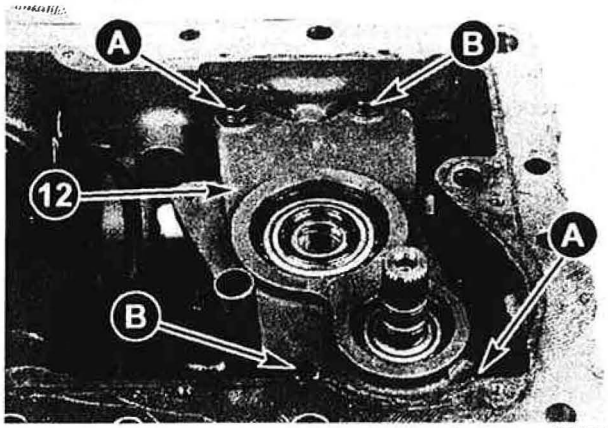


If the pinion shaft has been removed, place the ring gear (3) on the differential housing. Install 12 new bolts (1) and washers (2). Tighten the bolts to a torque of 310 Nm (230 lb ft). Go to Step 163.

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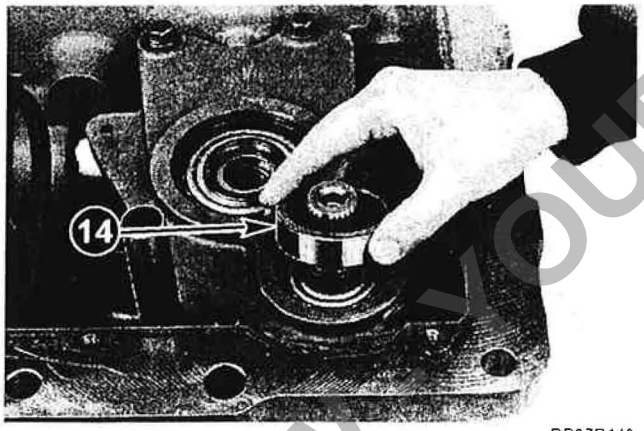
STEP 35



DP97B147

Install front bearing carrier (12), install two bolts (A) (M12 x 60 mm) into dowelled holes. Install two bolts (B) (M12 x 55 mm). Tighten the bolts to a torque of 98 to 110 Nm.

STEP 36



DD97B148

Install PTO input shaft bearing cup (14) into the front bearing carrier.

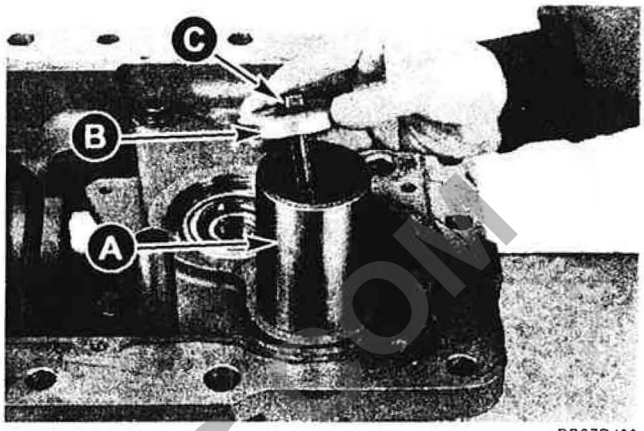
STEP 37



DD97B149

Install washer (7) and snap ring (6).

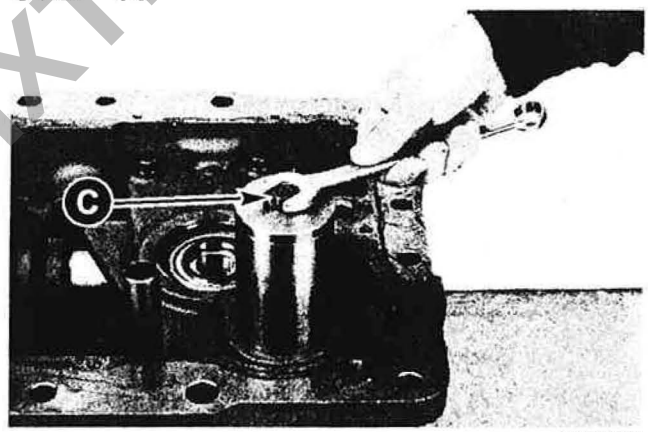
STEP 38



DP97B120

Install sleeve (A), washer (B), (refer to tools to be made) and bolt (C) (M12 x 75 mm) into the threaded end of the PTO input shaft as shown.

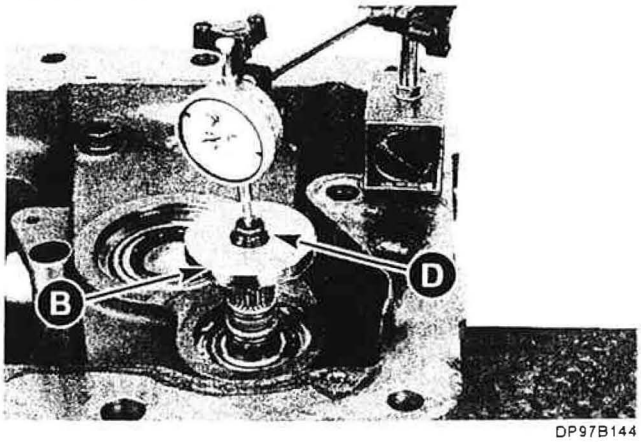
STEP 39



DP97B121

Lock the PTO shafts in position and tighten bolt (C) to pull the PTO input shaft, bearing cup and washer against snap ring.

STEP 40

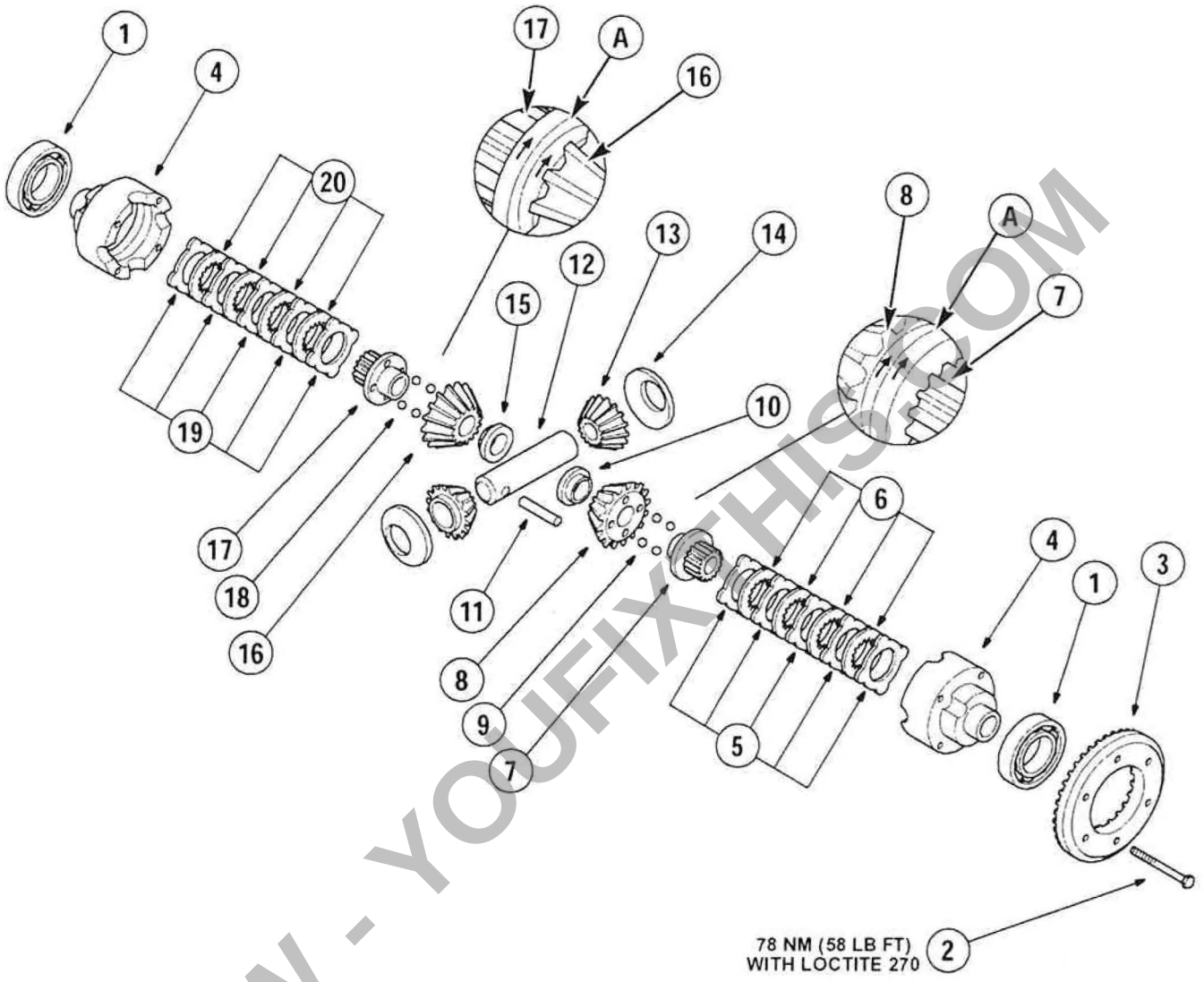


DP97B144

Remove the sleeve, washer and bolt. Install washer (B) with bolt (D) (M12 x 35 mm). Install dial gauge onto bolt, firmly press the PTO input shaft down to zero the dial gauge.

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1. BEARING
2. RETAINING BOLTS
3. RING GEAR
4. DIFFERENTIAL CARRIER
5. SEPARATOR PLATE (5)
6. FRICTION PLATE (4)
7. HUB
8. SIDE GEAR
9. BALL
10. THRUST WASHER
11. PIN
12. PLANETARY GEAR SHAFT
13. PLANETARY GEAR (2)
14. THRUST WASHER (2)
15. THRUST WASHER
16. SIDE GEAR
17. HUB
18. BALL
19. SEPARATOR PLATE (5)
20. FRICTION PLATE (4)
A. DIRECTION ARROWS

STEP 18

Heat the bearing cones (1) in a bearing oven to a temperature of 90°C (194°F). Make sure the bearing cones are seated against the shoulder.

> ***WARNING: Always wear heat protective gloves or mittens when handling hot parts.***

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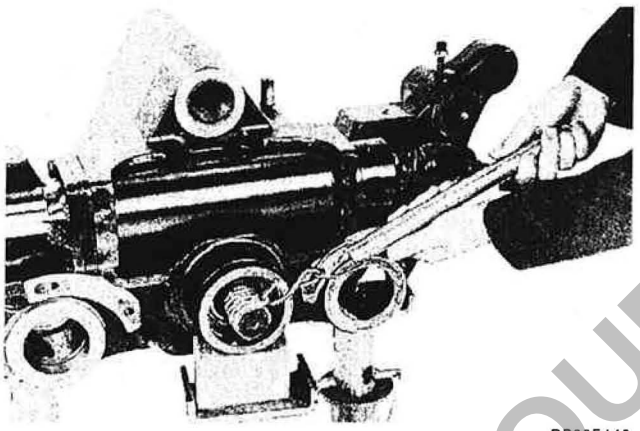
Differential Bearing Preload Adjustment

STEP 26

Make sure the ring gear and pinion shaft backlash is correct and the bearing cap bolts are tightened to a torque of 266 Nm (196 lb ft).

STEP 27

With the ring gear and pinion shaft in mesh and the backlash correctly set, check the differential bearing preload as follows:



DP99F148

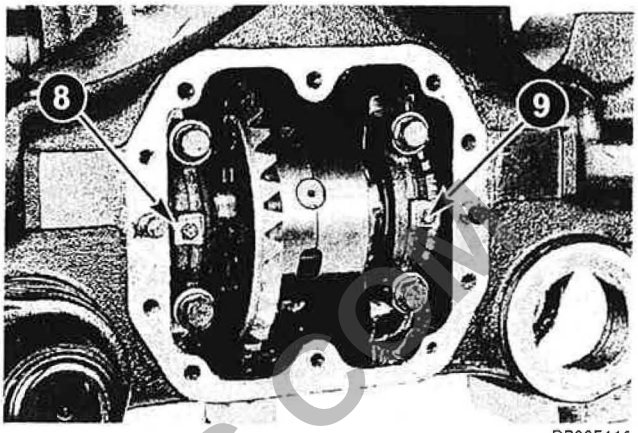
Attach a length of cord to pinion shaft, wrap the cord around the pinion shaft without overlapping. Attach a spring balance to the end of the cord and check the pinion shaft rolling pull.

The correct rolling pull must be 30 to 44 N (6.8 to 7.0 lb/f) above the pinion bearing pre-load measured in STEP 13 on page 44.

If the rolling pull is more than specification it is necessary to turn both locking rings counterclockwise in equal amounts.
If the rolling pull is less than specification it is necessary to turn both locking rings clockwise by equal amounts.

NOTE: *If the locking rings were adjusted, repeat STEP 23 to re-check the backlash. If the backlash is incorrect loosen the bolts (6) and repeat STEP 24 to STEP 25.*

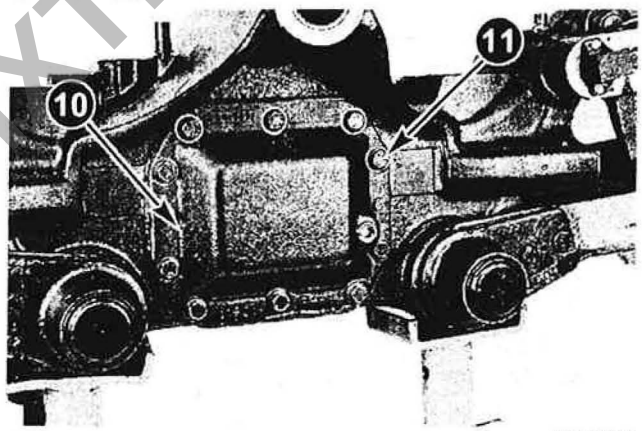
STEP 28



DP99F116

When the preload is correct, install locking plates (8). Apply Loctite 542 to bolts (9). Install bolts (9) and tighten to a torque of 13 Nm (10 lb ft).

STEP 29

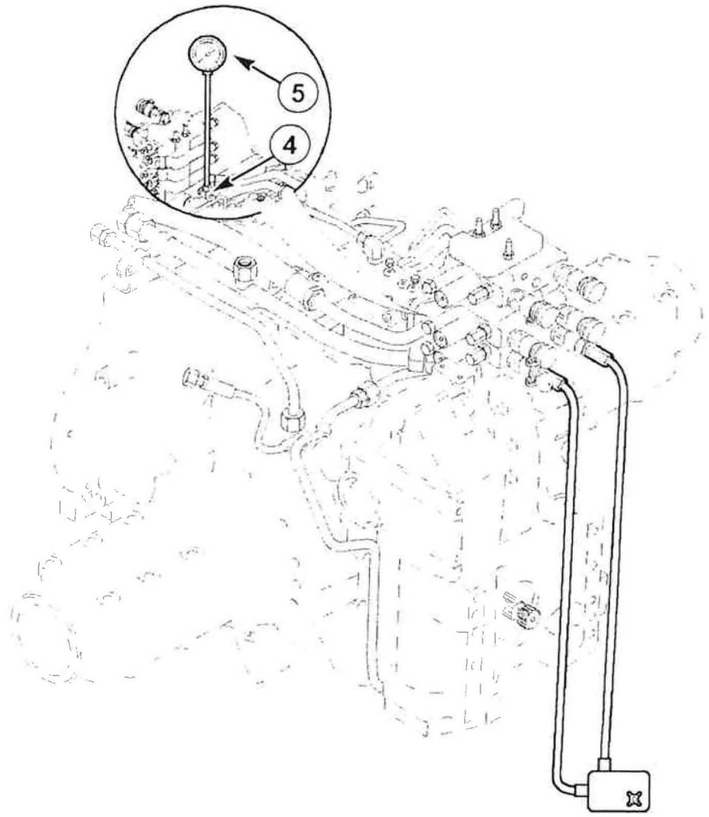


DP99K211

Clean the faces of the cover and differential housing. Apply a continuous bead of Loctite 510 to the sealing faces. Install cover (10). Install bolts (11) and tighten to a torque of 169 Nm (125 lb ft).

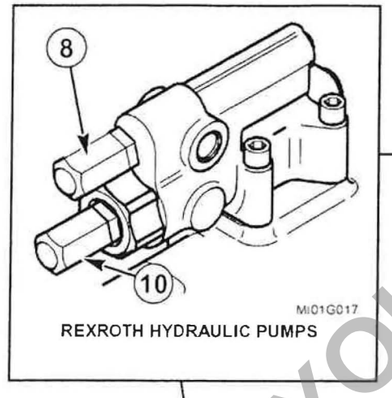
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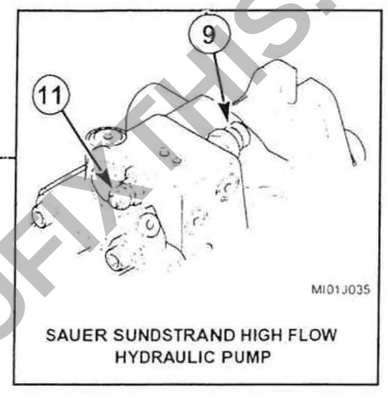
MTX110/120125/135/140/150 TRACTORS

MI01F059



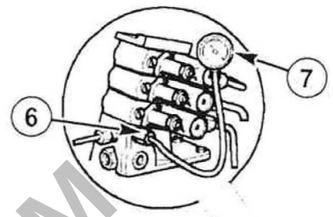
MI01G017

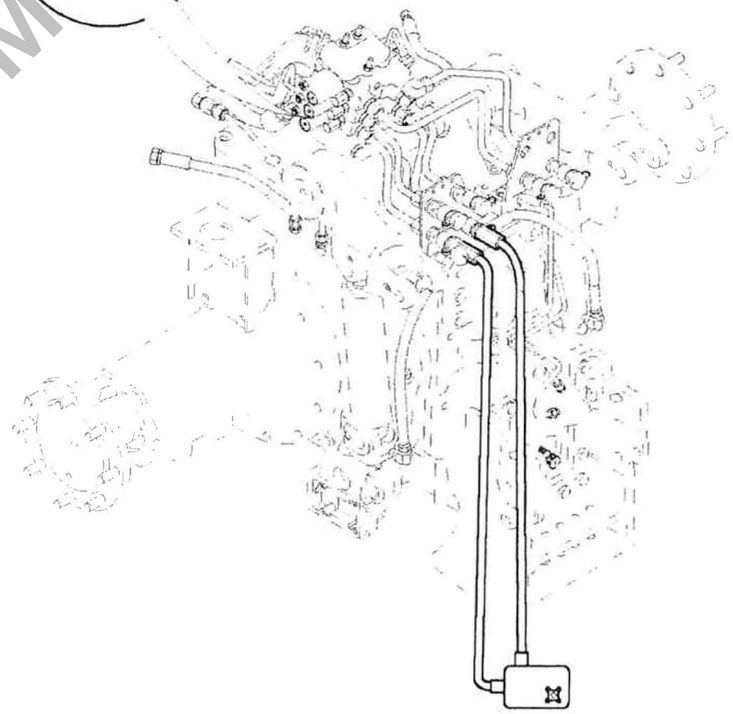
REXROTH HYDRAULIC PUMPS



MI01J035

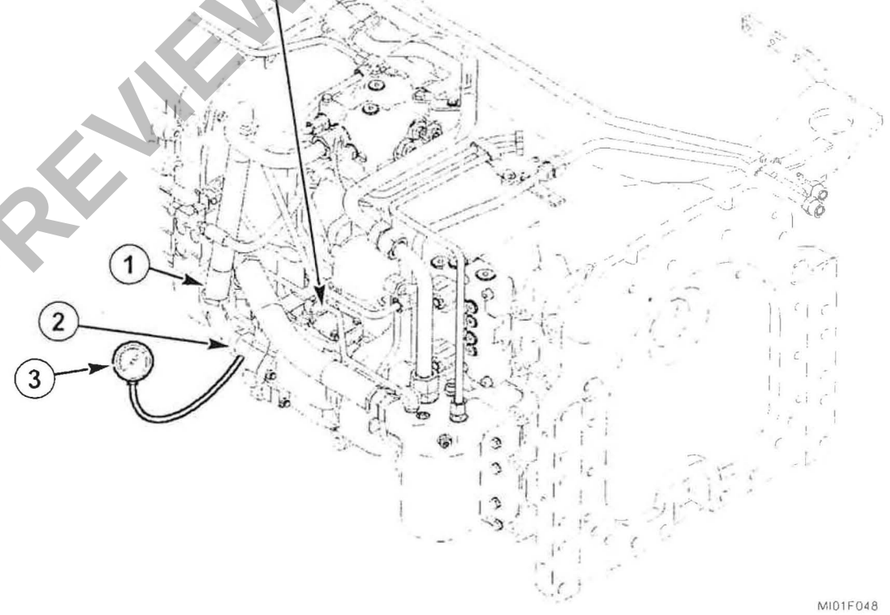
SAUER SUNDSTRAND HIGH FLOW HYDRAULIC PUMP





MI01F060

MTX155/165/175/185 TRACTORS

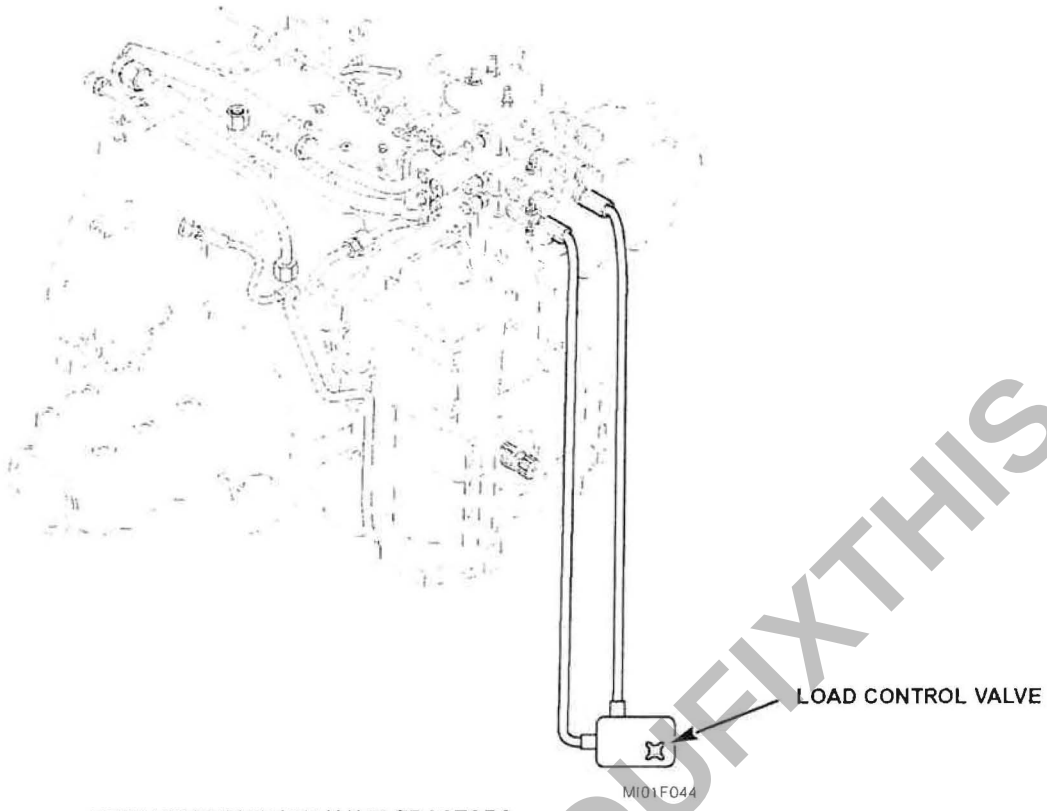


MI01F048

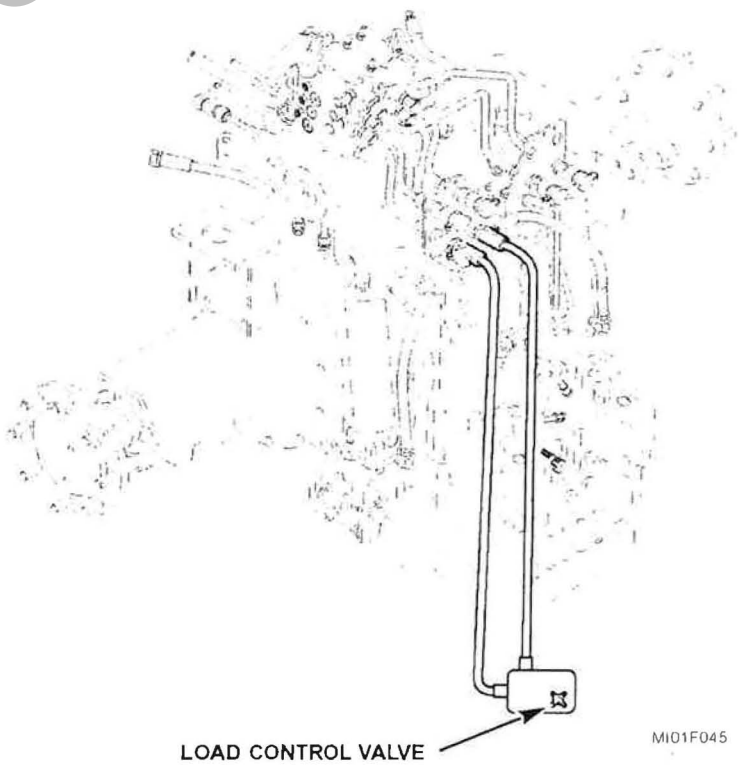
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Test 6 - Remote Flow Test



MTX110/120/125/135/140/150 TRACTORS



MTX155/165/175/185/200 TRACTORS

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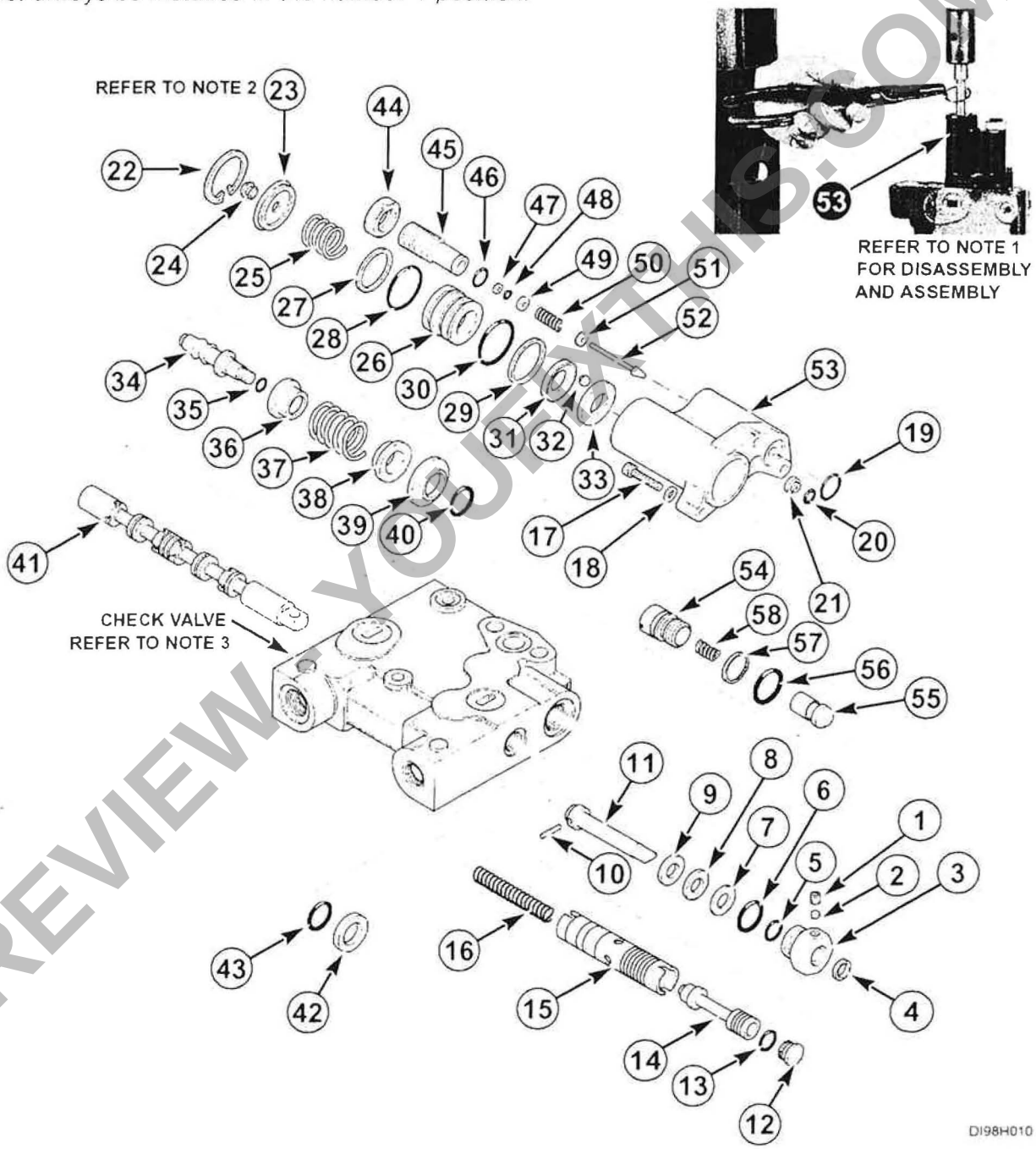
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REMOTE VALVE WITH 1 CHECK VALVE AND PRIORITY OR 1 CHECK VALVE

Disassembly and Assembly

NOTE: *Items are numbered in order of Disassembly, for Assembly follow the procedure in reverse order.*

IMPORTANT: *The remote valve equipped with 1 Check Valve and Priority Flow Control Spool and Sleeve must always be installed in the number 1 position.*



NOTE 1: *Install the remote valve on a hydraulic press, push the retainer (23) down and remove the retaining ring (22) from the detent cover (53).*

NOTE 2: *Item (23) is equipped with an o-ring on later remote valves.*

NOTE 3: *Refer to Page 10 for Disassembly and Assembly of the Check Valve.*

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General Notes

1. When an error code is displayed the hitch enable lamp must be illuminated. If the hitch enable lamp is not illuminated, the lamp or lamp circuit may be damaged. Refer to Test 3 - Hitch Up/Down Switch and Hitch Enable Lamp (Tractors Without Speed Sequencer) on page 25.
2. All error codes resulting in HALT or LIMP failure modes (including intermittent errors) are saved by the controller memory. Restart the tractor and observe the diagnostic display for repeated error codes. Errors must be corrected before normal hitch operation can continue.
3. When the hitch up/down switch error **U** is displayed the hitch up/down switch is disabled. Hitch operation may continue using the Position Command Knob.
4. If the hitch raises or lowers momentarily then stops and the hitch enable lamp is not illuminated, check for recorded error codes, refer to READING AND ERASING ERROR CODES on page 14.

   *EXAMPLE: If battery voltage is low and the Position Command Knob is used to raise or lower the hitch, the current draw may momentarily lower battery voltage below 9.8 volts DC and cause a momentary LIMP condition. The LIMP condition momentarily disables the Position Command Knob and stops the hitch. When this occurs the voltage then increases above 9.8 volts cancelling the LIMP condition restoring normal hitch operation. The error will be recorded as an **A** (low voltage). No error code will be displayed until all error codes are recalled from the memory.*
5. Before carrying out any further investigation, restart the tractor and observe the diagnostic display for error codes. Errors can be intermittent and will be cleared at start up.

Error Codes That Disable Hitch Motion

Memory Failures

If there is a memory failure, the hitch will not be operational and the green LED (located on the bottom of the controller box) will stay on. Refer to "Controller LED" on page 9.

HALT Conditions

When a HALT condition occurs the letter **H** will flash and alternate with the letter for the error code. Hitch motion will be fully disabled. If failures are detected during calibration, the system will switch to the HALT failure mode and the error code will be displayed. Refer to the CALIBRATION ERROR CODE CHART on page 12 and HITCH SYSTEM PERFORMANCE CODE CHART on page 15.

Calibration Errors

All failures detected during calibration will be classed as HALT failure modes, although they may not be classified as HALT failure modes in the HITCH SYSTEM PERFORMANCE CODE CHART on page 15.

Always re-calibrate the hitch if the controller, position command potentiometer, hitch position potentiometer, load sensing hitch pin (if equipped) or the hitch valve are replaced.

Other Possible Error Indications

There are certain conditions that if detected may display an incorrect error code or fail to display an error code.

1. If battery voltage momentarily drops below 9.8 volts no error code will be displayed but the error will be recorded. When errors are recalled, **A** (low battery voltage) will be displayed. Refer to HITCH SYSTEM PERFORMANCE CODE CHART on page 15.
2. A shorted coil may also result in a combination of failures such as "A" and either "H", "2" or "H", "3". The hitch controller will show such a sequence. The reason is that if the coil is shorted to ground, the battery voltage will drop momentarily.
3. The system may not detect a short or open circuit in the hitch enable lamp circuit because it is only tested at start up.

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Brake Switches

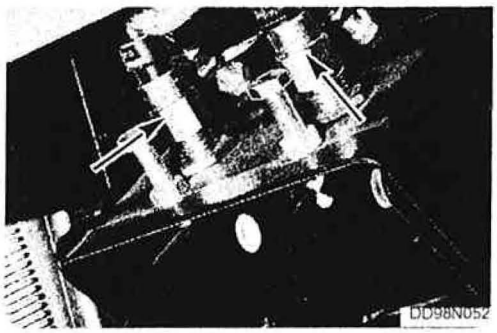
Test 28 - Brake Switch Circuit

NOTE: *Before carrying out the following tests, refer to Circuit Testing "" on page 19.*

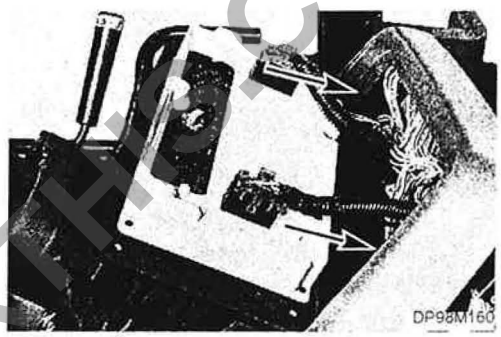
NOTE: *For tractors without speed sequencer, refer to the Schematic Circuit on Page 86. For tractors with speed sequencer, refer to the Schematic Circuit on Page 88.*

NOTE: *Check fuse 26.*

NOTE: *Turn the key to the OFF position. Remove the instrument cluster from the instrument panel and remove the two instrument panel retaining screws to gain access to the brake switches. Disconnect the L/H and R/H brake switches from the harness. Turn the key to the ON position.*



L/H AND R/H BRAKE SWITCHES



INSTRUMENT PANEL RETAINING SCREWS

Check Point	Reading	Possible Cause of Bad Reading
Check 1: Terminal A of the left hand brake switch connector for wire 530 Red to ground.	12 Volts	Bad circuit between switched power stud and the left hand brake switch.
Check 2: Terminal A of the right hand brake switch connector for wire 530 Red to ground.	12 Volts	Bad circuit between switched power stud and the right hand brake switch.

NOTE: *If the reading at check 1 is correct and the reading at check 2 is incorrect, check the circuit between the right hand brake pedal switch and the splice (located in right hand console harness).*

NOTE: *Turn the key to the OFF position.*

Check 3: Between terminals A and B of the left hand brake switch.	No continuity	Adjust or replace the switch as necessary, refer to Section 9001, Pedal Lever and Switch Adjustments.
Check 4: Between terminals A and B of the right hand brake switch.	No continuity	Adjust or replace the switch as necessary, refer to Section 9001, Pedal Lever and Switch Adjustments.

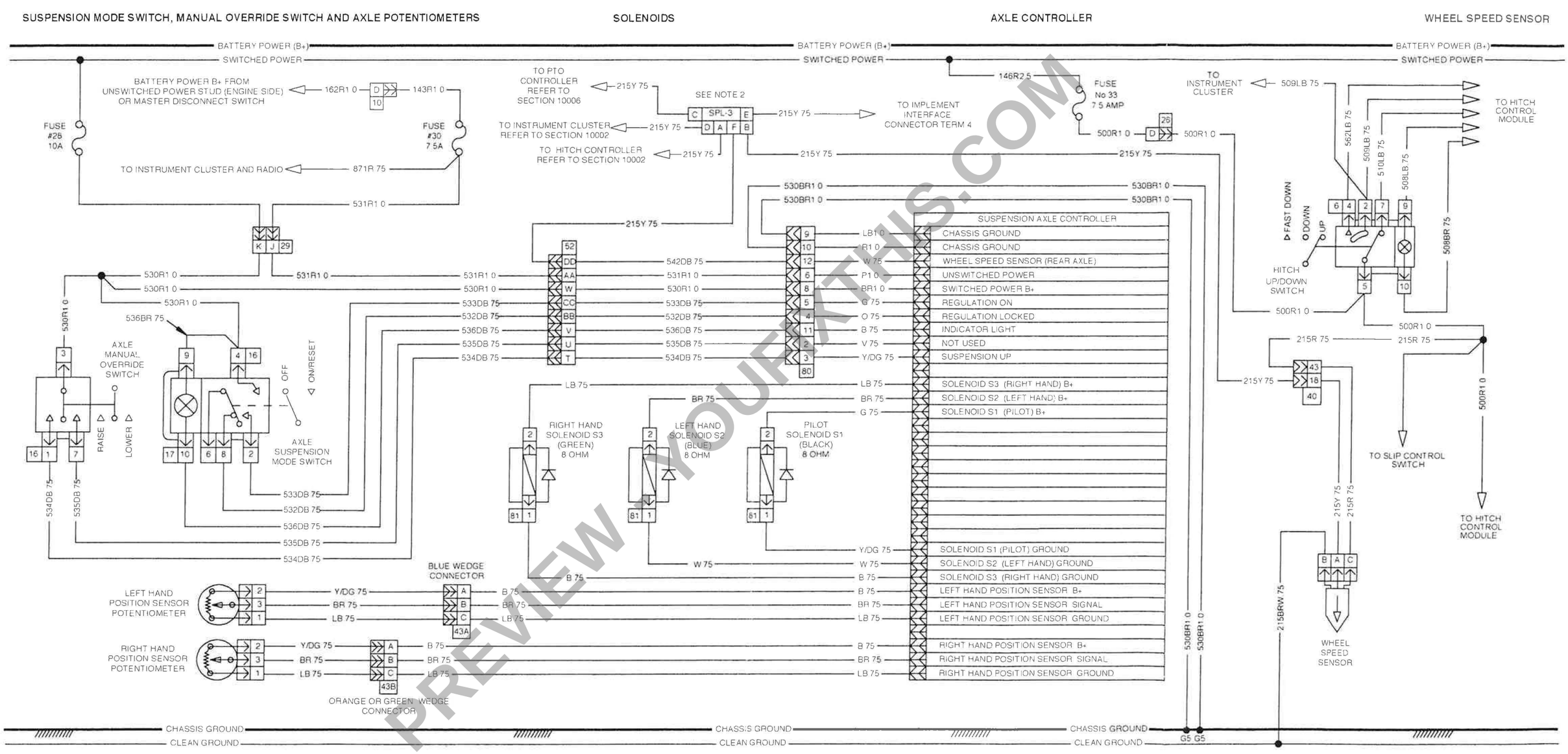
NOTE: *Hold both brake pedals DOWN.*

Check 5: Between terminals A and B of the left hand brake switch.	3.9 Ohms approximately	Adjust or replace the switch as necessary, refer to Section 9001, Pedal Lever and Switch Adjustments.
Check 6: Between terminals A and B of the right hand brake switch.	3.9 Ohms approximately	Adjust or replace the switch as necessary, refer to Section 9001, Pedal Lever and Switch Adjustments.

continued....

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Indepedent Front Suspesion Axle Schematic Circuit



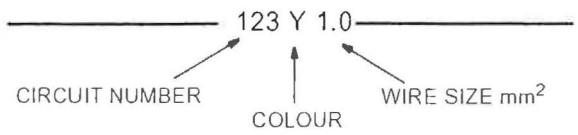
NOTE 1: *Only use a HIGH IMPEDANCE multimeter to test the switches and circuits. Do not use a test lamp or damage to the switches may occur.*

NOTE 2: *The splice pack cavity abd circuit may not be as shown and should be noted when troubleshooting the circuit. This does not affect the operation of the circuits*

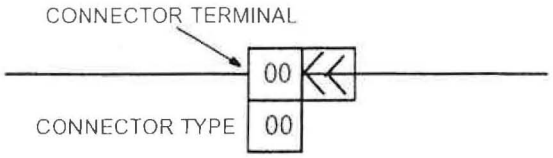
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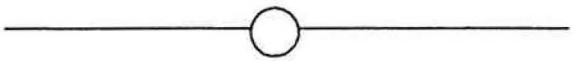
Schematic Legend



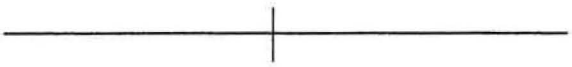
CIRCUIT TAG IF REQUIRED



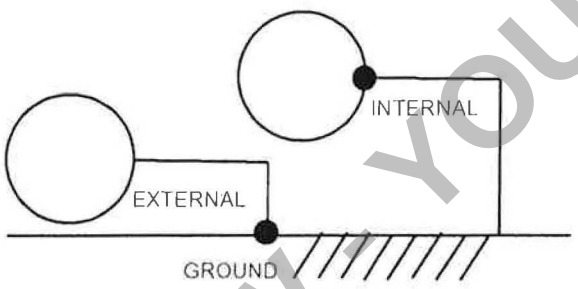
INDICATES INLINE CONNECTION WITH TERMINALS



INDICATES CIRCUIT CONNECTION



INDICATES CIRCUIT CROSSING NOT CONNECTED



INDICATES CHASSIS GROUND CONNECTIONS

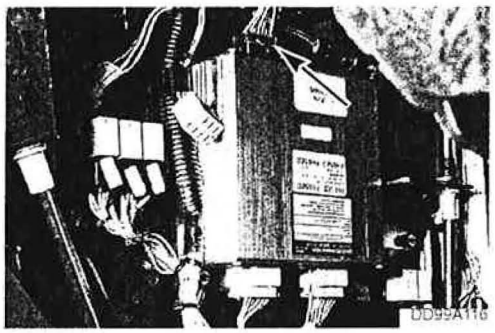
Wire Colour Code

R	RED
T	TAN
W	WHITE
Y	YELLOW
B	BLACK
G	GREY
O	ORANGE
P	PINK
V	VIOLET (PURPLE)
BR	BROWN
DB	DARK BLUE
DG	DARK GREEN
LB	LIGHT BLUE
LG	LIGHT GREEN

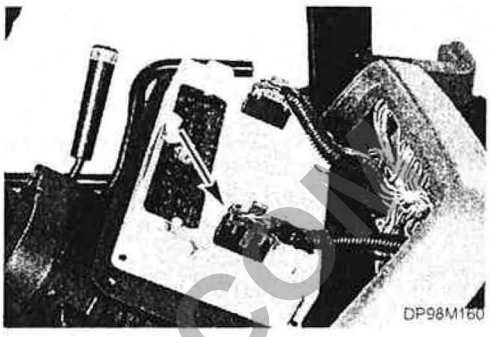
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NOTE: *Remove the right hand console side cover and disconnect connector J1 (Black) from the PTO controller. Turn the key to the ON position.*



CONNECTOR J1 (BLACK)



CONNECTOR C1

Check Point	Reading	Possible Cause of Bad Reading
Check 4: Connector 26 terminal Y for wire 276 Light Blue to ground.	12 volts	Bad circuit between PTO speed switch and connector 26. Also check connector 40.
Check 5: Connector J1 pin 7 for wire 276 Light Blue to ground.	12 volts	Check wire 276 Light Blue between connector 26 and connector J1. Also check the splice.

NOTE: *Turn the key to the OFF position and disconnect the instrument cluster from the harness.*

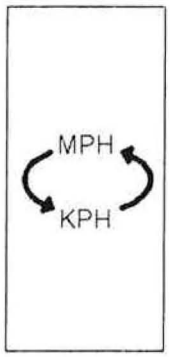
NOTE: *Turn the key to the ON position.*

Check 6: Instrument cluster connector C1 pin B-10 for wire 276 Yellow to ground.	12 volts	Check wire 276 Yellow between connector 26 and the instrument cluster connector C1.

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STEP 23



MI04D054

When the M.P.H./KPH symbol appears in the center of instrument cluster main digital display (A) as shown, turn the key to the OFF position.

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