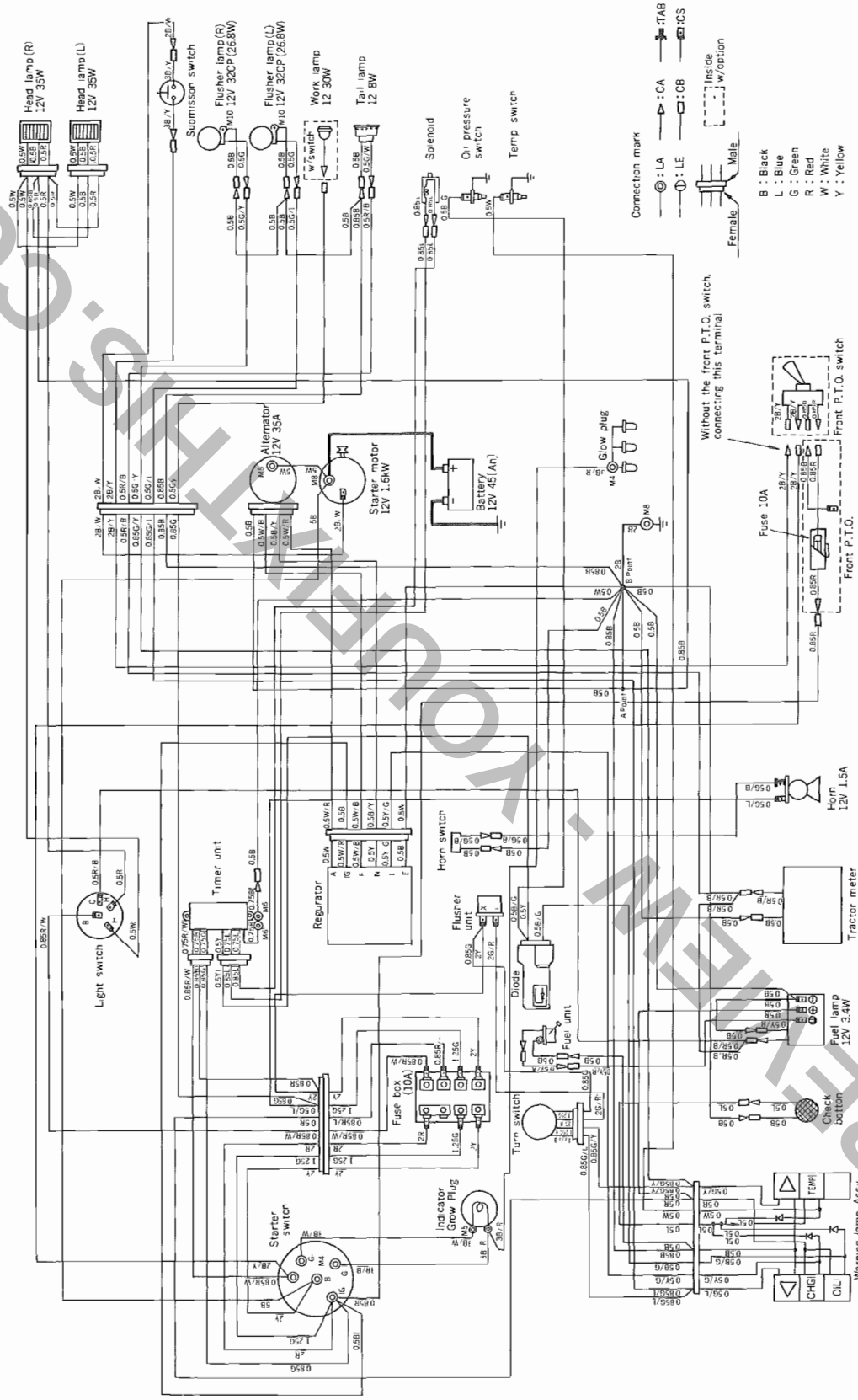
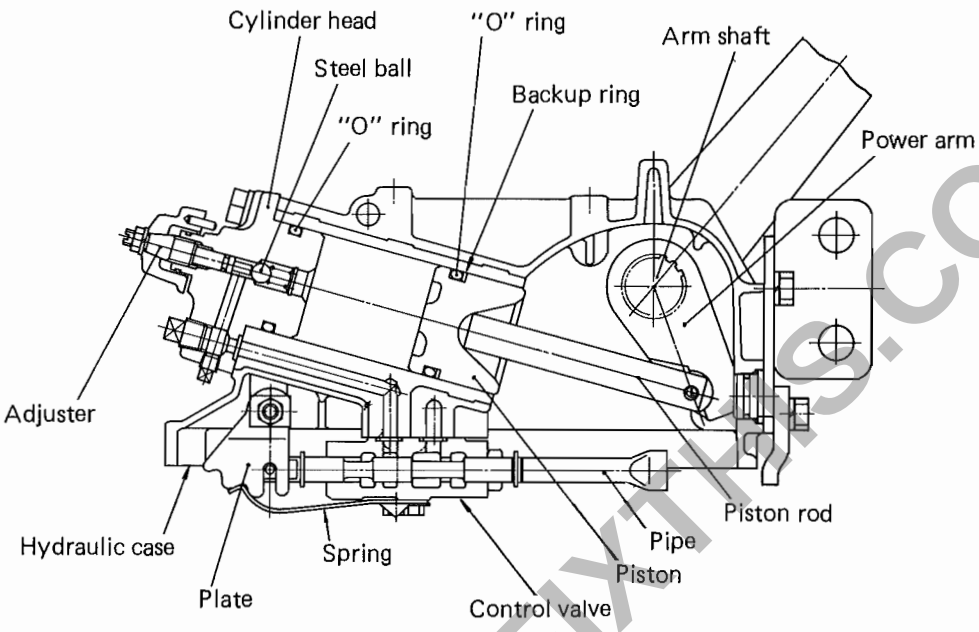
WIRING DIAGRAM



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CONSTRUCTION



Schematic diagram of hydraulic system

The oil pump draws oil in the transmission oil sump through the oil filter. The discharge line of the pump is tied to the oil inlet of the control valve.

In the control valve, oil from the pump is directed to the hydraulic cylinder or to the return line, depending on the position of the spool.

Moving the control lever to "LIFT" position directs the oil to the hydraulic cylinder to push out its piston, whose outward movement is transmitted through piston rod to the lift fork. This fork then rotates the ram shaft to turn up the lift arm, thereby lifting the hitched implement.

As the lift arm rises to a predetermined elevation, another arm (auto-return arm) pulls back the control lever to "NEUTRAL" through a link rod; and when this occurs, the spool traps the oil in the line extending to the hydraulic cylinder, so that the lift arm is prevented from turning down, thereby holding the hitched implement in lifted position.

With the spool in "NEUTRAL," the incoming oil returns to the transmission and the pump runs in no-load condition.

Moving the control lever to "DOWN" position pushes the spool all the way, communicating the hydraulic cylinder to another return line. Consequently, the piston (on which the weight of the implement is acting through the arms) moves inward to force the oil out. The displaced oil flows through the flow control valve and returns to the transmission oil sump. In other words, "DOWN" motion is gravity but "braked" by the flow control valve.

As an optional feature, another control valve may be provided elsewhere, preferably at the hitched implement to drive an additional hydraulic ram.

And also an additional single-acting hydraulic ram can be provided and operated from the hydraulic control valve. These are what are referred to as an external service.

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TIGHTENING TORQUE

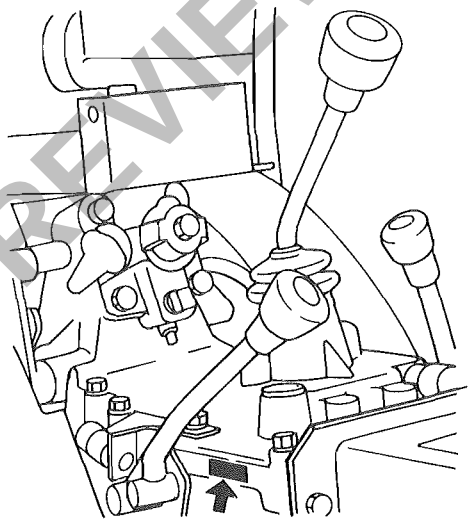
Unit: kg-m (lb-ft)

Bolt size	4T	6T	7T	8T
M5	0.2 ~ 0.35 (1.44 ~ 2.53)	0.45 ~ 0.55 (3.25 ~ 3.97)	0.55 ~ 0.65 (3.97 ~ 4.69)	0.65 ~ 0.75 (4.69 ~ 5.42)
M6	0.5 ~ 0.7 (3.61 ~ 5.06)	0.80 ~ 1.00 (5.78 ~ 7.23)	1.0 ~ 1.2 (7.23 ~ 8.68)	1.2 ~ 1.4 (8.68 ~ 10.1)
M8	1.2 ~ 1.7 (8.67 ~ 12.3)	2.0 ~ 2.5 (14.4 ~ 18.1)	2.5 ~ 3.0 (18.1 ~ 21.7)	3.0 ~ 3.5 (21.7 ~ 25.3)
M10	2.1 ~ 3.0 (15.2 ~ 21.7)	4.0 ~ 5.0 (28.9 ~ 36.1)	5.0 ~ 6.0 (36.1 ~ 43.3)	6.0 ~ 7.0 (43.3 ~ 50.6)
M12	4.5 ~ 5.5 (32.5 ~ 39.7)	7.0 ~ 8.0 (50.6 ~ 57.8)	8.5 ~ 9.5 (61.4 ~ 68.6)	9.5 ~ 11.0 (68.6 ~ 79.5)
M14	6.5 ~ 8.0 (46.9 ~ 57.8)	10.0 ~ 12.0 (72.2 ~ 86.7)	12.0 ~ 13.5 (86.7 ~ 97.5)	13.5 ~ 15.0 (97.5 ~ 108.0)
M16	9.0 ~ 11.0 (65.0 ~ 79.5)	13.0 ~ 15.0 (93.9 ~ 108.0)	15.5 ~ 17.5 (112.0 ~ 126.0)	18.0 ~ 20.0 (130 ~ 144)
M18	12.0 ~ 14.0 (87.7 ~ 101.0)	17.0 ~ 19.0 (123 ~ 137)	21.0 ~ 24.0 (152 ~ 173)	25.0 ~ 28.0 (181 ~ 202)
M20	15.0 ~ 17.0 (108.0 ~ 123.0)	20.0 ~ 22.0 (144 ~ 159)	24.0 ~ 28.0 (173 ~ 202)	32.0 ~ 36.0 (231 ~ 260)

SERIAL NUMBER LOCATION

Tractor serial number

It is located at the left side of the clutch housing, specifically upper side of the step.

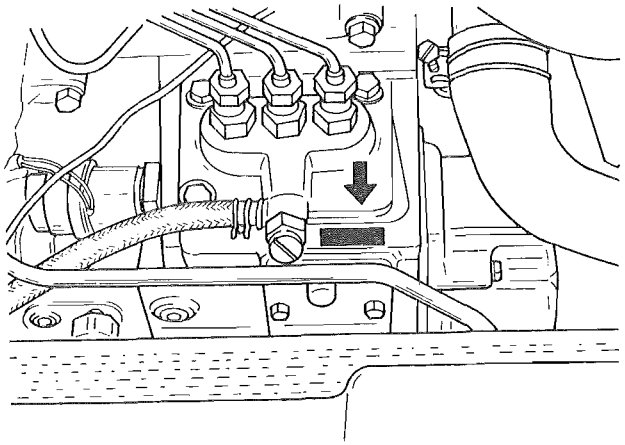


Tractor serial number

It is located at the right side of the transmission case specifically upper side

Engine serial number

It is located at the right hand side of the cylinder block, specifically injection pump side.



Engine serial number

It is located at the right hand side of the cylinder block, specifically injection pump side.

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ENGINE SERVICES

Besides the daily or routine services required on the engine, repair and replacement services have to be carried out at times depending on the internal conditions of the engine. For the latter class of services, the whole engine may have to be dismounted from the tractor or some of its components may have to be dismantled and taken down with the engine remaining in place. In either case, it is essential that the work be performed in a clean place, with a clean floor and a surrounding space large enough to handle the engine or its components freely.

Use of the prescribed tools (special tools) in addition to the common tools is another essential requirement. The standard practices for engine servicing include the following:

(a) Have a hoisting or lifting means ready for use. Some of engine components are too heavy to handle with bare hands.

(b) The exterior surfaces of any part or component must be cleaned before its removal.

(c) Have a full assortment of hand tools (including special tools) ready for use. Make sure they are clean.

(d) There should be an adequate number of trays and pans for holding disassembled parts in an orderly manner, plus plenty of washing fluid and wiping cloths. A supply of clean compressed air is desirable.

A repair or replacement service is usually occasioned by an operating difficulty or failure of one or more components of the engine. If the service involves removal of one or more of the below-named engine parts, it is not necessary to take down the engine from the tractor; the service can be carried out with the engine in place.

(1) Cylinder head. (This includes the valve mechanism.)

(2) Pistons.

(3) Fuel-injection pump or oil pump.

(4) Water pump.

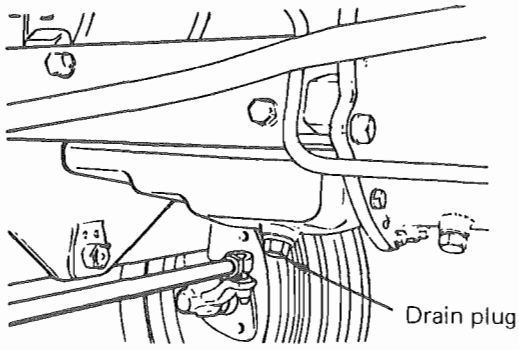
(5) Gear case cover, timing gears or related parts.

ENGINE REMOVAL

In the event of the flywheel or clutch needing a repair service, the engine must be taken down, complete with the radiator, front axle and chassis, by detaching it from the clutch housing. The method of separating the engine from the clutch housing is detailed in the section for CLUTCH.

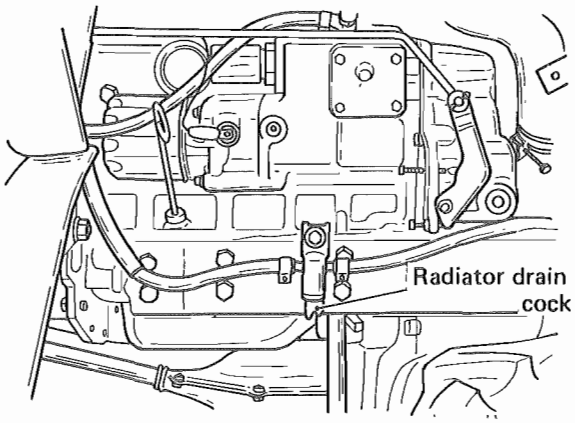
The engine removal procedure for replacing crankshaft or cylinder block is as follows:

(1) Bring the tractor to the place of work, letting it stand on the level floor, and drain the engine oil pan.



Drain plug on oil pan

(2) Drain the engine cooling system by opening the cock cock on the cylinder block.



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TROUBLESHOOTING

Starting difficulties

Symptoms and possible causes		Remedy
Starting run is slow	a) Lube oil is too high in viscosity	a) Replace by a low-viscosity lube oil.
	b) Battery has run down	b) Recharge.
	c) Aged battery	c) Replace.
	d) Defective connections of cable clamps with battery terminal posts	d) Clean battery terminals and cable clamps; correct loose clamps.
	e) Starter is defective	e) Overhaul, repair or replace.
	f) Defective drive parts in power train	f) Check the clutch for OFF.
Defective fuel injection system	a) Air is present in fuel	a) Carry out an air bleeding operation on fuel lines.
	b) Fuel filter is clogged	b) Clean or replace.
	c) Injection pressure is low	c) Adjust injection pressure.
	d) Poor spray pattern	d) Clean or replace nozzle.
	e) Unsatisfactory fuel delivery from injection pump	e) Overhaul or replace injection pump.
	f) A wrong kind of fuel is used	f) Replace by No. 2-D fuel oil or a lower-viscosity fuel oil in severe cold season.
	g) Fuel injection timing is too advanced	g) Adjust fuel injection timing.
Poor compression	a) Improper valve clearance	a) Adjust valve clearance.
	b) Defective valve seats	b) Repair by relapping.
	c) Seized valve stems	c) Replace valves and valve guides.
	d) Broken valve springs	d) Replace valve springs.
	e) A leaky cylinder head due to blown gasket	e) Replace gasket.
	f) Piston rings are seized in the grooves	f) Replace pistons and piston rings.
	g) Piston rings, pistons or cylinders are excessively worn	g) Overhaul engine.

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Tractor model				MT160	MT160D	MT180	MT180D	MT180H	MT180HD
Type				All purpose wheel tractor					
Body structure				Monocoque type					
Dimensions	Overall length	To end of rear tire	mm(in.)	2200 (86-19/32)		2225 (87-19/32)			
		To end of 3-point linkage		2523 (99-11/32)					
	Overall width			975 (38-3/8)		940 (37)	970 (38-3/16)	940 (37)	970 (38-3/16)
	Overall height	To top of steering wheel		1155 (45-15/32)	1165 (45-7/8)	1175 (46-1/4)	1185 (46-21/32)	1175 (46-1/4)	1185 (46-21/32)
	Wheelbase			1300 (51-3/16)					
	Ground clearnce			260 (10-1/4)	215 (8-15/32)	280 (11-1/32)	215 (8-15/32)	280 (11-1/32)	215 (8-15/32)
	Gross weight		kg (lb)	565 (1246)	615 (1356)	575 (1268)	625 (1278)	575 (1268)	625 (1278)
	Load distribution (without load)	Front axle		260 (573)	310 (684)	260 (573)	320 (706)	260 (573)	320 (706)
		Rear axle		305 (673)		315 (695)	305 (673)	315 (695)	305 (673)
	Turning radius (with brakes)		mm (in.)	1850 (72-27/32)					
Engine	Model			MITSUBISHI K3A-13MT		MITSUBISHI K3C-13MT			
	Type			Vertical, 4-stroke cycle, water cooled, overhead valve, in line, diesel					
	Number of cylinders			3					
	Combustion chamber type			Swirl combustion chamber with preheater					
	Cylinder liner			Non liner					
	Bore and stroke		mm (in.)	65 x 78 (2-9/16 x 3)		70 x 78 (2-49/64 x 3)			
	Piston displacement		cc (cu in.)	776 (47.4)		900 (54.9)			
	Compression ratio			23 : 1					
	Firing order			1 - 3 - 2					
	Rated rpm		rpm	2700					
	Max. rpm			2900^{+0}_{-75}					
	Idling rpm			925± 25					
	Max. bare HP (SAE)		HP/rpm	16.5/2700		18.5/2700			
	Max. torque		kg-m/rpm (ft-lb/rpm)	4.5 (32.5)/1900		5.2 (37.6)/1900			

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PERIODICAL MAINTENANCE SERVICES

● = replacement ○ = clean-up ⊕ = check

Item	Maintenance interval								Thereafter every
	Initial 50 hrs	100 hrs	150 hrs	200 hrs	250 hrs	300 hrs	350 hrs	400 hrs	
Engine oil	●	●		●		●		●	100
Engine oil filter element	●	●		●		●		●	100
Fuel filter element	○	○		○		○		●	○ 100 ● 400
Air cleaner element	○	○	○	○	○	○	○	●	○ 50 ● 400
Injection nozzle pressure								⊕	400
Transmission oil and HST filter	●	⊕		●		⊕		●	● 200 ⊕ 100
Hydraulic oil filter element	○	○	○	○	○	○	○	○	50
4-WD front axle differential case and front gear case oil	●	⊕		●		⊕		●	● 200 ⊕ 100
Valve clearance	⊕							⊕	400
Cooling water	●	⊕	⊕	⊕	⊕	⊕	⊕	●	⊕ 50 ● 400
Specific gravity of battery electrolyte	⊕	⊕		⊕		⊕		⊕	100

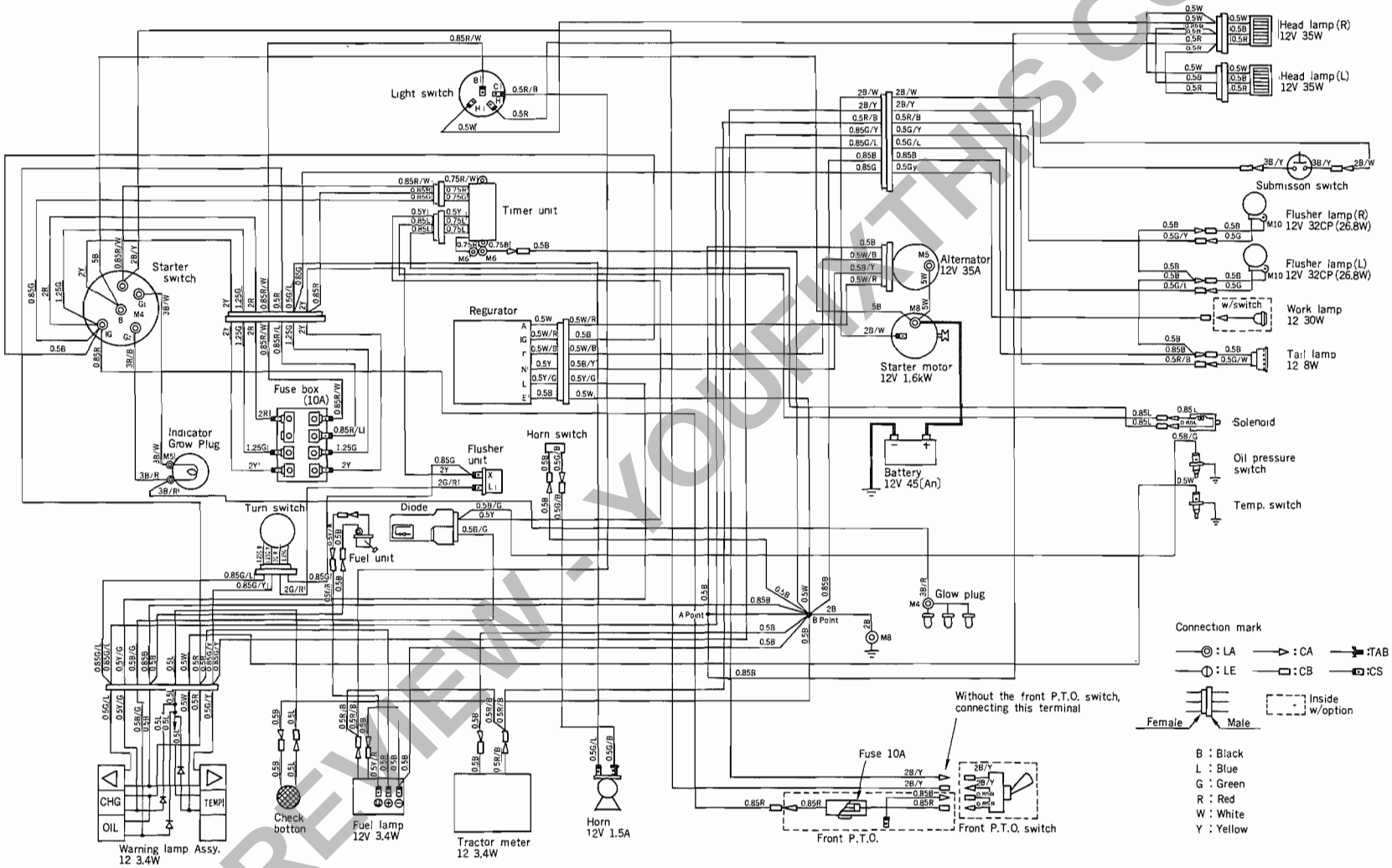
NOTE

It is advised the intervals mentioned in the above list regarding replacing, cleaning-up and checking are for the standard cases and then desired to make each work so as to meet the requirement depending upon the usage condition of the tractors.

Initial 50 hrs services are for a brand new tractor.

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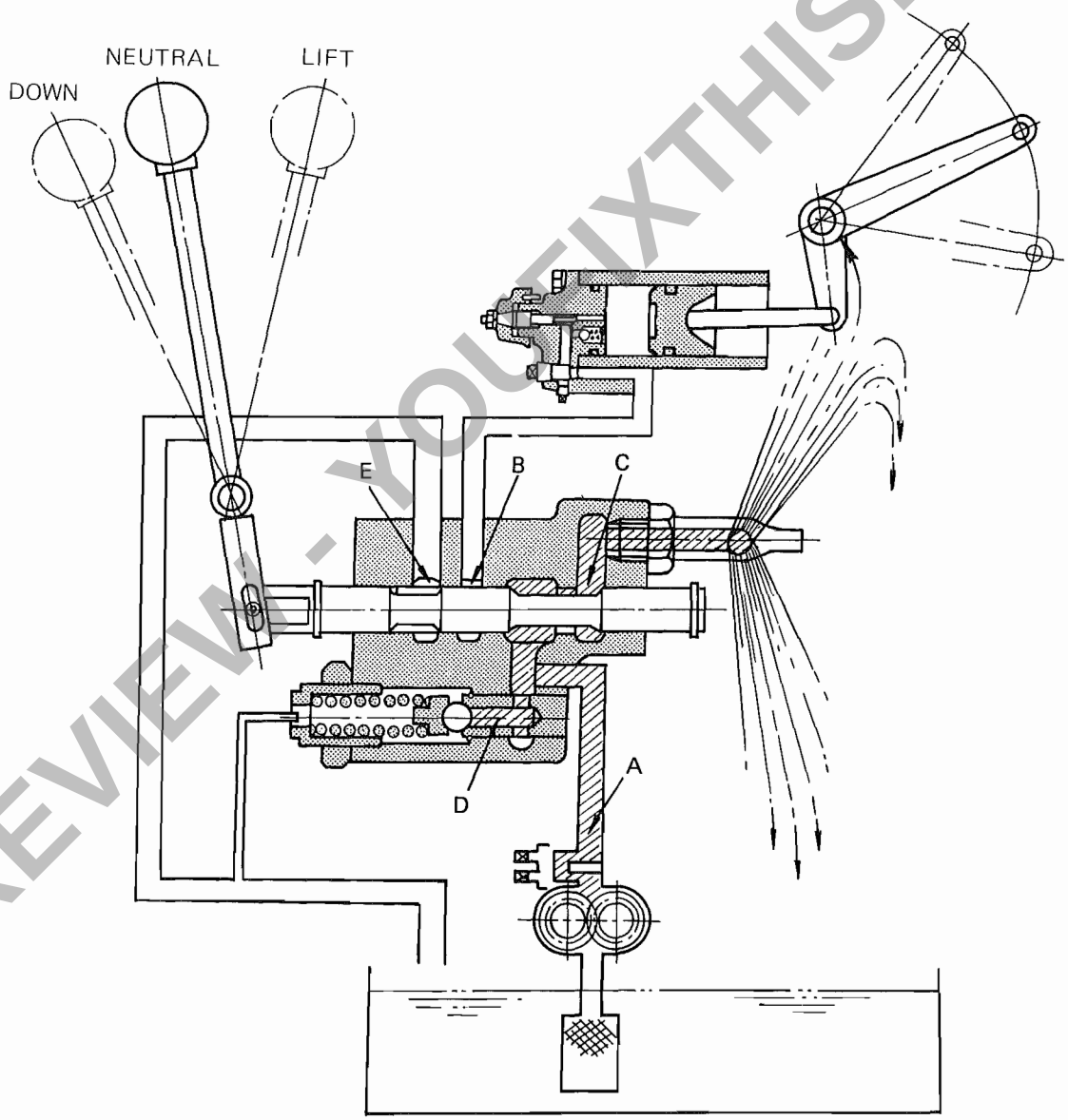
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OPERATING PRINCIPLES

NEUTRAL

With the spool in "NEUTRAL" position, pressurized oil enters control valve through port A and returns to the transmission case through port C. All return oil is spread from the return line to the piston rod and ram shaft to lubricate them.

Port B is blocked by the spool land, so that the oil in the line to the hydraulic cylinder remains trapped. Thus, the hitched implement is held rigidly in its current vertical position. Needless to say, the pump under this condition supports no load.



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Tightening Torque Chart

Description		Tightening torque	
		kg-m	ft.lbs.
Cylinder head bolt	M12 screws 8	11 to 12	79.5 to 86.8
	M10 screws 3	7 to 8	50.6 to 57.8
Crank pulley nut		20 to 25	144.6 to 180.8
Main bearing cap bolt		5 to 5.5	36.2 to 39.8
Connecting rod cap nut		3.2 to 3.5	23.1 to 25.3
Flywheel mounting bolt (8T)		11.5 to 12.5	83.1 to 90.4
Oil pan drain plug		5 to 6	36.2 to 43.4
Oil filter		1.1 to 1.3	8.0 to 9.4
Fuel injection pump			
Delivery valve holder		4 to 5	28.9 to 36.2
Nozzle holder			
Holder mounting bolt		1.5 to 2	10.8 to 14.5
Holder body and retaining nut		6 to 8	43.4 to 57.8
Glow plug		1.5 to 2	10.8 to 14.5
General screws			
M6		0.7	5.1
M8		1.7	12.3
M10		3.5	25.3
M12		6.4	46.3

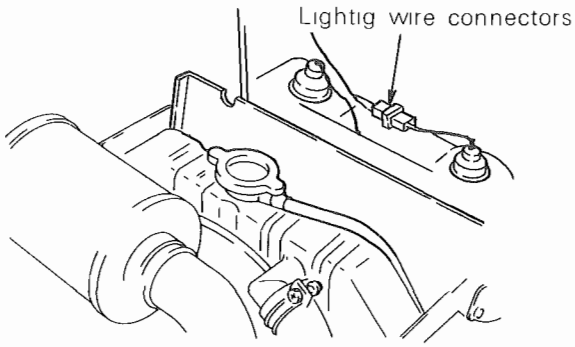
Sealant Chart

Parts requiring sealant application	Surfaces requiring sealant application (Where to mount sealant-coated parts)	Sealant
Taper screw 1/2"	Thread portion (Gear case)	HERMESEAL HI
Taper screw 1/4"	Thread portion (Cylinder block right side, pump cover)	HERMESEAL HI
Taper screw 1/8"	Thread portion (Rear of cylinder head)	HERMESEAL HI
Oil pressure switch	Thread portion (Cylinder block right side)	HERMESEAL HI
Thermoswitch	Thread portion (Cylinder head side)	HERMESEAL HI
Joint gauge unit	Thread portion (Cylinder head side)	HERMESEAL HI
Side seal	Outside periphery (Main bearing caps No.1 and No.4)	SUPER THREE-BOND 20
Bearing cap No. 1	Contact surface with cylinder block	SUPER THREE-BOND 20
Bearing cap No.4	Contact surface with cylinder block	SUPER THREE-BOND 20

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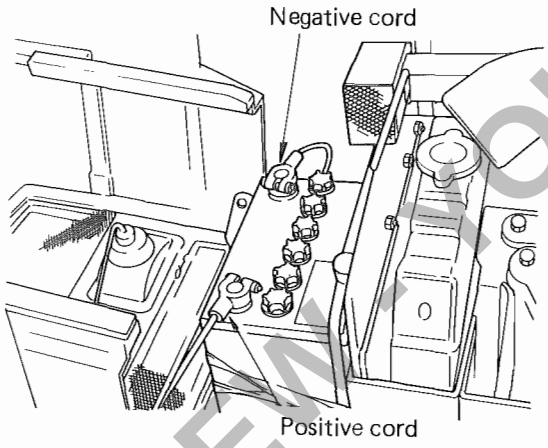
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(3) Unlatch and open the bonnet, and undo the headlight wire connectors inside. Remove hinge bolts and take down the bonnet.



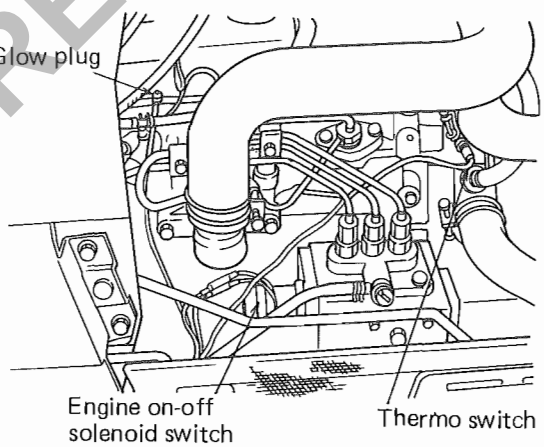
Lighting wire connectors

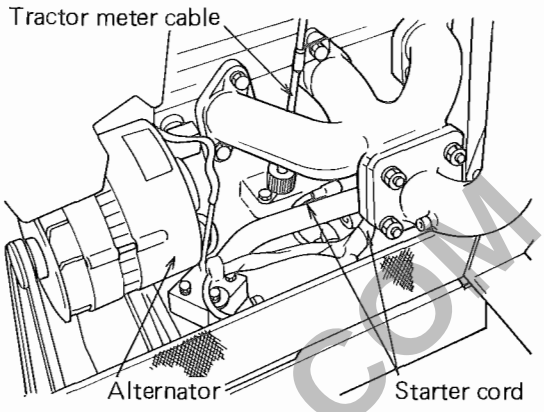
(4) Disconnect cables from the battery terminals: disconnect the minus (−) cable first and the plus (+) cable next.



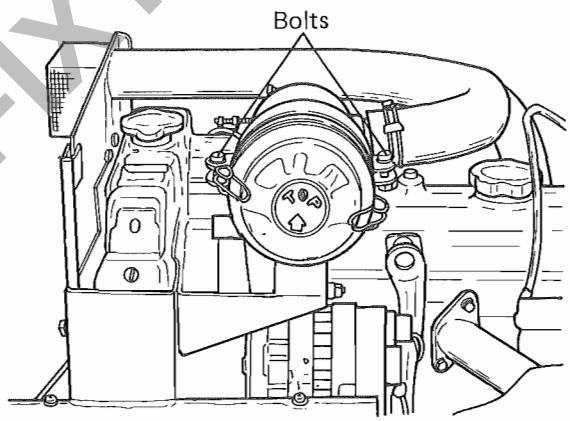
(5) Remove safety covers and engine covers

(6) Undo all electrical connectors and disconnect wires from their terminals.





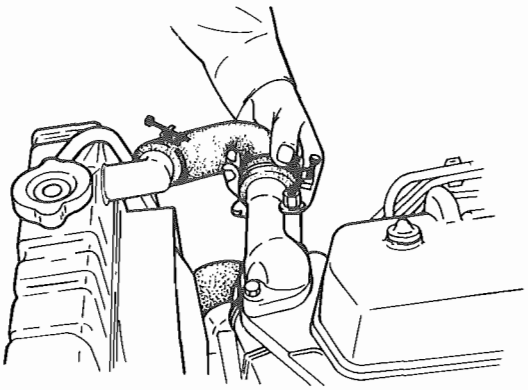
(7) Loosen the clamp on the manifold-side end of air cleaner hose, and pull off this end. Loosen the bolt on air cleaner band, and remove the air cleaner.



Removing air cleaner

(8) Remove the bolt and unit securing the air cleaner mounting bracket in place, and take off the bracket.

(9) Disconnect upper and lower hoses of the radiator from the engine side, loosening the clamps on hose connections.



Removing radiator hose

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Symptoms and possible causes		Remedy
Glow plugs	a) Glow plugs are burnt out b) Glow plugs do not become red hot	a) Replace glow plugs. b) Check and correct lead wire connections.
Governor	a) Governor control lever is set to a wrong position b) Governor spring is off	a) Reset it to the start position. b) Correct.

Not enough output power

Symptoms and possible causes		Remedy
Poor compression		Refer to a), poor compression "Starting difficulties," above.
Maladjusted fuel injection system	a) Improper fuel injection timing b) Injected fuel quantity is not enough c) Fuel injection pressure is too low	a) Adjust fuel injection timing. b) Overhaul or replace injection pump. c) Check injection nozzles and adjust pressure.
Fuel is not reaching injection pump	a) Air is trapped in fuel circuit b) Fuel filter is clogged c) Fuel tank is not clean	a) Check connectors and retighten. b) Clean filter or replace element. c) Clean fuel tank.
Insufficient intake air	Clogged air cleaner	Clean air cleaner and replace element.
Overheating	a) Cooling water shortage b) Loose fan V-belt c) Radiator is clogged or leaking d) Fuel injection is mis-timed e) Engine oil shortage	a) Add cooling water. b) Adjust or replace V-belt. c) Clean or replace radiator. d) Adjust fuel injection timing. e) Add engine oil.

Engine oil consumption rate is high

Symptoms and possible causes		Remedy
Oil leakage	a) Defective oil seals b) Blown gear case gasket c) Loose gear case mounting bolts d) Loose drain plug e) Loose oil pipe connectors f) Blown rocker cover gasket g) Loose rocker cover mounting bolts	a) Replace oil seals. b) Replace gasket. c) Retighten. d) Retighten. e) Retighten. f) Replace gasket. g) Retighten.

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Tractor model				MT160	MT160D	MT180	MT180D	MT180H	MT180HD
Engine	Compression pressure		kg/cm² (psi)/rpm	32 (455) /280					
	Number of piston rings			3 compression rings and 1 oil ring					
	Intake valves	Open	deg	At 18° before TDC					
		Close		At 46° after BDC					
	Exhaust valves	Open		At 46° before BDC					
		Close		At 18° after TDC					
	Injection timing			At 21° ± 2° before TDC					
	Valve clearance	Intake valves	mm (in.)	0.25 (0.01) at cold					
		Exhaust valves		0.25 (0.01) at cold					
	Fuel consumption		g/HP/h (oz/HP/h)	220 (7.7)		230 (8.1)			
	Direction of rotation			Clockwise (as viewed from front)					
	Weight, dry		kg (lb)	125 (276)					
Cooling system	Radiator fin			Corrugate type					
	Radiator cap pressure		kg/cm² (psi)	0.9 (12.8)					
	Thermostat	Type		Wax pellet type					
		Begins to open	°C (°F)	82 (180)					
		Full open		95 (203)					
		Lift	mm (in.)	8 (0.3) at 95° C (203 °F)					
	Water pump	Type		Centrifugal impeller type					
		Feeding capacity	ℓ /min (U.S.gal/min.)	52 (13.7) at 2600 engine rpm					
	Cooling fan	Diameter	mm (in.)	290 (11-13/32)					
		Number of blades		4					
		Blade meterial		Plastic					
	Pulley ratio of fan and crankshaft pulley			1.32					
	Drive system			"V" - type belt					

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PERIODICAL MAINTENANCE SERVICE CHART

○ . . . Check, adjust or replenish □ . . . Clean ● . . . Replace △ . . . Drain

Check and service point \ Time to check or adjust	Before operation (on delivery)	After first 50 hours	Every 100 hours	Every 400 hours	Every 800 hours	Long-period storage	Remarks
Engine proper							
Loose, damaged and leaky points	○						
Exhaust fume, noise, and vibration	○						
Additional tightening of engine parts		○			○		
Valve clearance		○		○			
Engine idle speed		○	○				
Engine compression pressure					○		
Lubrication system							
Engine oil	○	●	●				
Oil filter		●	●				
Fuel system							
Fuel	○					△	
Fuel tank				□		□	
Fuel filter			□	●			Replace only the element for the type with cock
Injection pump					○		Adjustment of fuel injection rate
Nozzle				○			
Intake system							
Air cleaner (filter paper type)			□	●			
Cooling system							
Cooling water	○	●			●	△	Unless anti-freeze is mixed, drain after each operation
Fan belt	○						
Electrical system							
Check of each instrument (pilot lamp)	○						
Starter motor, alternator, regulator				○	○*		* Adjustment of voltage and current
Glow plug				○			

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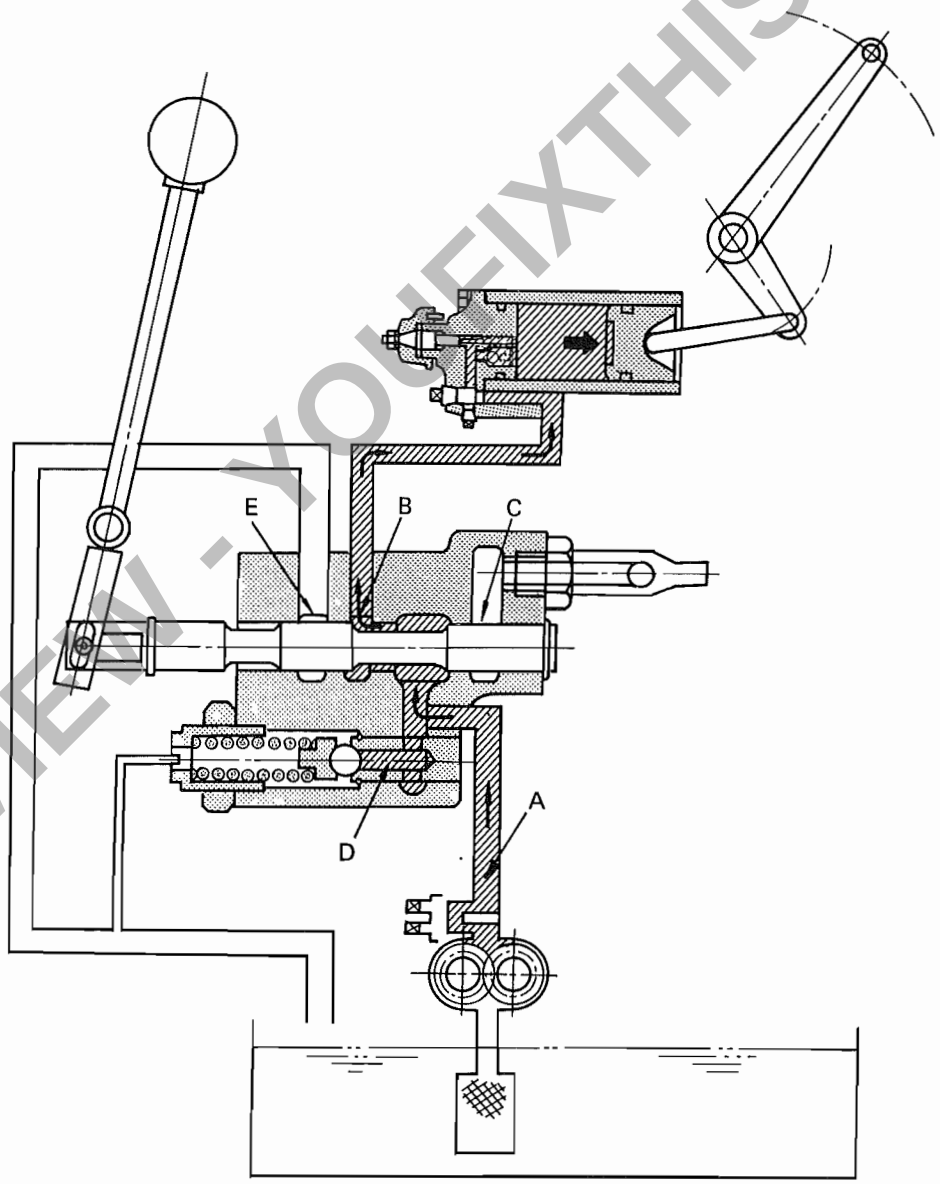
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LIFT

With the spool in "LIFT" position, port C is blocked while port B is opened, The oil pushes on the piston in the hydraulic cylinder to do the work already explained.

As the hitched implement rises to the limited elevation, the spool gets pulled back by the control lever as actuated through linkage from the auto-return arm, and halts at "NEUTRAL" position.

In the event the hitched implement offers abnormally large resistance to the lifting force, oil pressure in the pump discharge line will build up or peak. In such a case, excess pressure is bled out through port D in the safety valve.



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PTO gear tooth alignment and adjustment

(1) Tentatively secure guide plate to transmission case.

(2) Fit stopper spring and stopper ball to PTO shift lever: grease the ball before inserting it. Attach shift lever to PTO shifter, and lock the lever by inserting spring pin.

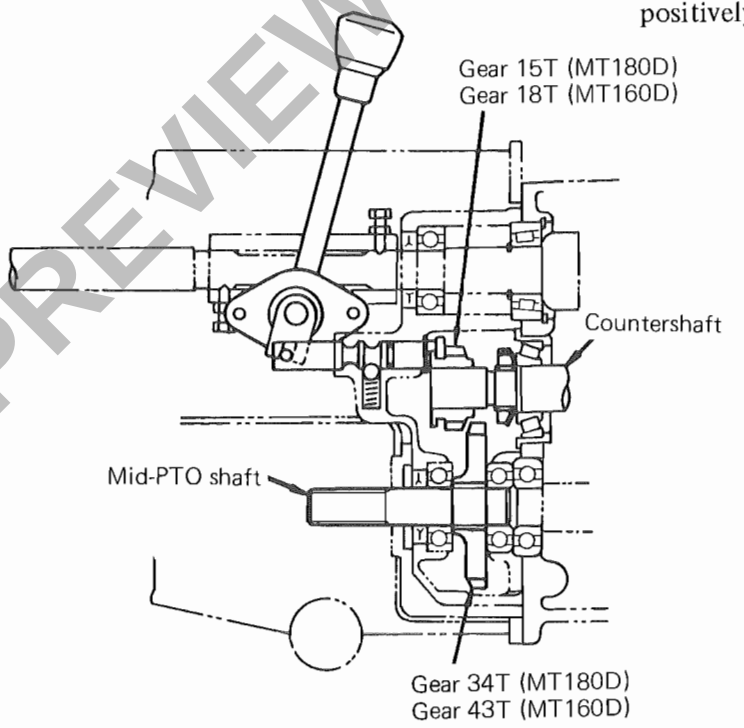
(3) Operate the shift lever to see if the teeth of PTO gear and counter gear are properly aligned; if not, align them by shifting the guide plate on transmission case. After making sure that the shifting action is satisfactory, secure guide plate permanently by tightening to this torque value:

Tightening torque	2.5 ~ 3.0 kg-m (18 ~ 22 ft-lb)

Reassembling the mid-PTO

(1) Grease oil seal, and fit the seal to mid-PTO case.

(2) Set 4-WD shifter-shaft stopper spring and stopper ball in mid-PTO case. Grease "O" ring, and install "O" ring and circlip on shifter shaft. Install the shaft in mid-PTO case, and drive spring pin into the forward end of shifter shaft.



(3) Mount the roller-bearing(C) inner race on drive shaft,(J)brining the flanged end of the race to the opposite side of the gear, and retain the inner race by fitting circlip.(B) Refer to the upper figure on the page 5-19.

(4) Push in the ball bearing on mid PTO shaft. Install gear with its longer boss coming on the front side. Push in the ball bearing on the shaft.

(5) Install PTO shaft and drive shaft in the mid-PTO case.

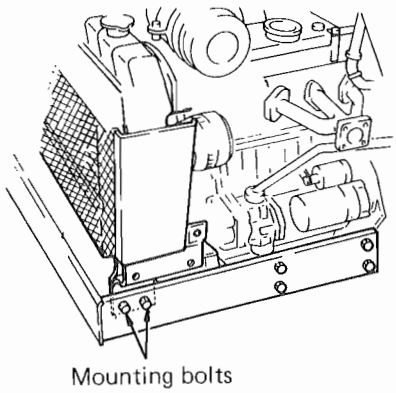
(6) Mount gear 15T for 180D and 18T for 160D, positioning it properly relative to the fork of shifter shaft. Apply sealant to the mating face of mid-PTO case and fit it to transmission case. Secure the mid-PTO case by tightening its bolts to this torque value:

Tightening torque	2.5 ~ 3.0 kg-m (18 ~ 22 ft-lb)

Installing the main shaft

Fit the coupling to the main shaft, and connect this shaft to drive shaft. Be sure to lock the main shaft securely by means of set bolt. After tightening the set bolt, lock it positively.

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Removing radiator mounting bolt

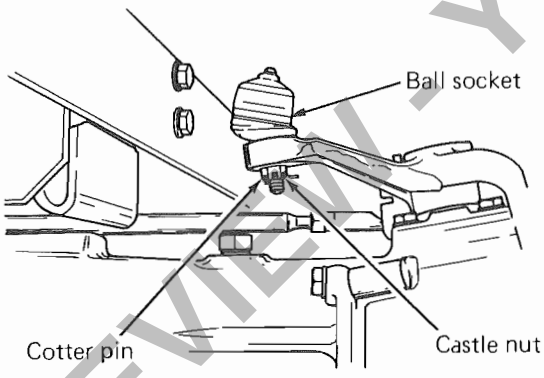
(10) Loosen radiator mounting bolts, right and left, and take down the radiator from the chassis.

(11) Disconnect fuel return pipe from fuel tank.

(12) Turn off fuel filter cock, and remove the fuel pipe between filter and injection pump.

(13) Disconnect engine control rod from governor lever.

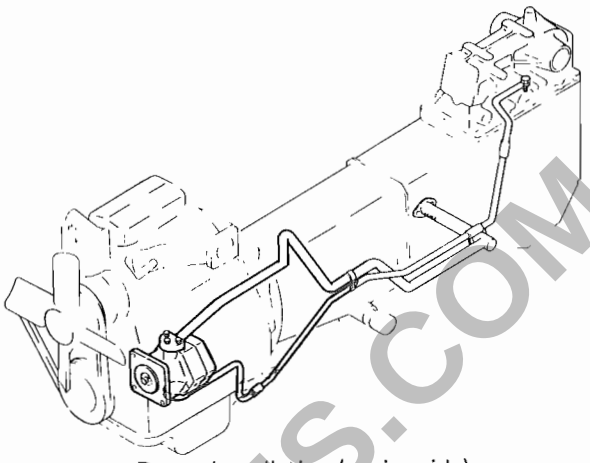
(14) Disconnect drag link from steering lever.



Removing drag link

(15) Disconnect oil pipes from the hydraulic pump, making sure that "O" rings come out of the pipe connections.

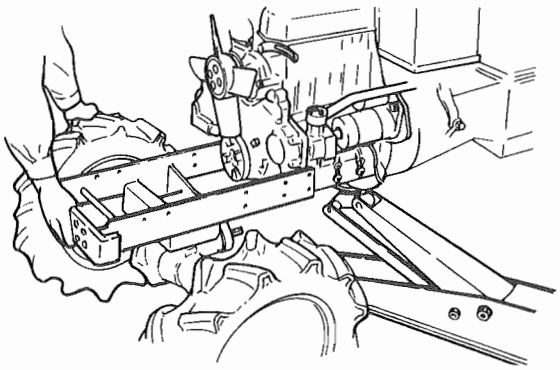
In case of MT180H/HD, remove cooler outlet pipe and cooler in let pipe.



Removing oil pipe (engine side)

(16) Place a jack under the clutch housing, and operate the jack to push up the housing lightly.

(17) Remove the bolts securing the chassis: there are two bolts on front side and a total of eight on right and left sides. Remove the chassis gently.



Removing chassis

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Symptoms and possible causes		Remedy
Pumping up of oil	a) Piston ring gaps are not positioned correctly	a) Correct.
	b) Bent or twisted connecting rods	b) Replace connecting rods.
	c) Worn piston rings	c) Replace piston rings.
	d) Worn pistons or cylinders	d) Replace pistons or re-bore the cylinders.
Oil down	a) Defective stem seals	a) Replace stem seals.
	b) Worn valves or valve guides	b) Replace valves or valve guides.

Abnormal sound or noises

Sumptoms and possible causes		Remedy
Crankshaft main bearings	a) Worn bearings	a) Replace bearings or grind the crankshaft.
	b) Worn crankshaft	b) Grind the crankshaft.
	c) Fused bearings	c) Replace bearings and check lubrication system.
Connecting rods and connecting rod bearings	a) Worn connecting rod big end bearings	a) Replace bearings.
	b) Worn crankshaft pins	b) Grind the crankshaft.
	c) Bent connecting rods	c) Correct bend or replace.
Pistons, piston pins and piston rings	a) Worn cylinders	a) Re-bore and grind cylinders to oversize and replace pistons.
	b) Worn piston pins	b) Replace pistons.
	c) Seized pistons	c) Replace pistons and grind cylinders.
	d) Seized pistons and worn or broken piston rings	d) Replace pistons and piston rings.
Camshaft and others	a) Worn camshaft	a) Replace camshaft.
	b) Excessive valve clearance	b) Adjust.
	c) Worn timing gear	c) Replace gear.
	d) Worn fan pulley bearing	d) Replace bearing.

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