

CONTROLS AND INSTRUMENTS

1. Hand throttle.

2. P.T.O. clutch lever (see page 26).

3. Brake pedals.

4. Gearshift lever (see pages 19 and 20).

5. Accelerator pedal.

6. Parking brake lever (with release button):

- pulled up = brake locked;
- released horizontal = brake released.

ATTENTION

To release brake, free lever 6 by depressing end button.

7. Remote control valve levers (see page 43).

8. Differential lock pedal.

To lock the differential, slow tractor down and depress pedal to end of stroke.

To release the differential, release the same pedal, or, if necessary, depress brake pedals.

ATTENTION

Do not keep the differential locked unless strictly necessary: you will avoid losing power, stress transmission components, tire wear and difficult driving.

9. Hydraulic lift controls (see page 33).

10. Seat ride adjustment knob (see page 25).

11. Toolbox.

12. Speed range box control lever (see pages 19 and 20).

13. Creeper speed box control lever (see page 82).

14. Master clutch control pedal.

15. Control board (see page 18).

16. Instrument panel (see page 17).

17. Lift-O-Matic (see page 33).

Specifications



Standard tire combinations	55-66S	60-66S	65-66S	70-66S	80-66S
Front	6.00-16	6.00-16	6.00-16	7.50-18	7.50-18
Rear	13.6/12-28	19.9/13-28	14.9/13-28	13.6/12-36	13.6/12-38
Operating weights w/cab (kg)(¹)	55-66S	60-66S	65-66S	70-66S	80-66S

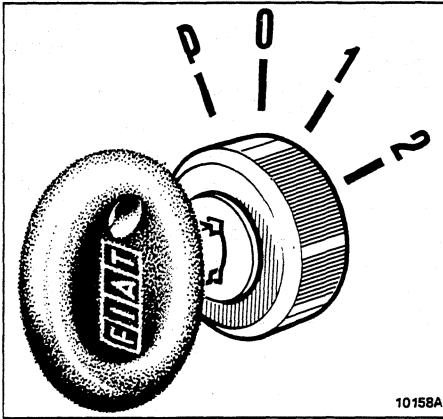
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MAINTENANCE

Maintenance schedule

(The operation numbers appearing below correspond to those of the operations listed in the "Servicing Chart" attached to this book).

Maintenance Schedule	Operation No.	Maintenance Operation	Fluid level check	Adjustment	Greasing	Cleaning	Filter change	Lube oil change
Flexible Maintenance	1	Engine oil sump	●					
	2	Dry air cleaner (ejector valve)				●		
	3	Radiator	●					
	4	Master clutch		●				
	5	Power steering fluid reservoir	●					
	6	Battery	●					
	7	Brakes		●				
	8	Transmission vent				●		
	9	Fan belt		●				
	10	Parking brake		●				
	11	Dry air cleaner (outer element)				●		
	12	Fuel sedimentary filter				●		
	13	Engine-PTO clutch		●				
	14	Oil-bath air cleaner	●					
	15-17	Brakes (40-km/hr version)		●				
	16	Brake oil reservoir (40 km/hr)	●					
	18	Cab (windshield washer reservoir)	●					
	19	Cab (air cleaner)				●		



Starter switch

- 0. No circuit energized (key removable). Engine stopping: automatic injection pump fuel shut-off device.
- 1. Pre-set for engine starting. Indicators and instruments operational. Users energized.
- 2. Engine starting (when released, key springs back to position 1).
- P. Parking lights on, instrument panel lighted (key removable).

⚠ CAUTION ⚠

- Never start nor run tractor inside closed premises.
- Ensure all controls are in neutral position before starting the engine.
- Operate controls from driver's seat only.
- Switch off the engine before carrying on any service or maintenance operation.
- Use steps and grab handles for getting on and off the tractor.
- When driving on roads, make sure to signal your intention of stopping, turning or slowing down.
- Use appropriate slow-moving vehicle signs when driving on roads.

OPERATION

ENGINE STARTING

- a. After extended inactivity or when first starting in cold weather, operate the fuel pump priming lever approximately 20 times and run the engine 5 to 10 seconds with injection pump under fuel shut-off conditions.
- b. Depress clutch pedal to exclude the starting inhibitor safety switch.
- c. Move throttle lever about half way.
- d. Turn starter switch key to position 2. Leave key as soon as engine starts.



illamp.
oil lamp.
cket.
light w/in-built switch.
witch.
nter filter.
e (optional).

E COLOUR CODE

- blu	M =	Brown
je	N =	Black
v	R =	Red
	S =	Pink
	V =	Green
	Z =	Mauve

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WORK SAFELY – ALWAYS



This warning sign alerts you about important messages involving your safety.

Read these safety rules attentively and strictly follow suggested precautions to avoid any potential danger and safeguard your health and personal safety.

You will find, throughout this Manual, the above warning sign associated with the following keywords:

CAUTION – A warning intended to prevent any potential damage to the machine which might also involve the operator's safety.

DANGER – Associated with warnings of specific potential danger for the operator and any other person directly or indirectly involved.



IMPORTANT NOTICES



This tractor has been designed and manufactured specifically and solely for agricultural use.

Any other application will be considered non compatible with the use envisaged by the Manufacturer who, consequently, cannot be held responsible for any damage to things or to the machine itself or for any physical injury to people deriving from uses other than agricultural ones. Always consider that with the improper use of this tractor you would assume the personal responsibility for any consequence associated with it.

The respect of the rules for tractor use, maintenance and repairs given in this book is an essential element qualifying the correct use of the machine as envisaged by the Manufacturer.

This machine must be used, serviced or repaired only by people previously instructed on its handling features and safety rules besides being specifically authorized to operate it.

The user is always responsible for the strict observance of general safety and accident prevention rules as well as of the traffic regulations if driving the tractor on public or open roads.

Any un-authorized and arbitrary modification made on this machine will relieve the Manufacturer of all responsibilities for any deriving damage or injury.

The Manufacturer and all the Organizations associated with its distribution network, including but not limited to national, regional or local distributors, decline any and all responsibilities for damages that may derive from the abnormal performance and behaviour of machine parts or components not specifically authorized by the Manufacturer, including the ones used for the maintenance and/or repair of products fabricated or distributed by the Manufacturer.

In any case, no warranty of any sort is issued or prescribed, regarding products fabricated or distributed by the Manufacturer, against damages deriving from abnormal behaviour of parts and/or components not authorized by the same Manufacturer.

⚠ CAUTION ⚠

When starting the engine after a prolonged stopover, avoid immediate operation of the tractor hydraulic equipment.

It is in fact essential to allow for proper lubrication of all moving parts prior to full-load operation.

Especially with outside temperatures approaching 0 deg.C, run the engine at 1300 to 1500 rpm for about five minutes so to bring the oil in the rear axle drive up to operating temperature.

STARTING THE TRACTOR

- Depress the master clutch pedal and move both transmission gear and splitter control levers to selected speed positions (see pages 19 and 20).
- Suitably increase engine speed.
- Lower down the parking brake hand lever and engage clutch by slowly releasing its control pedal.

STOPPING THE TRACTOR

- Reduce engine speed.
 - Depress the master clutch pedal and brake tractor down.
- Once tractor is stationary, move both transmission gear and splitter control levers to neutral, release clutch pedal and apply the parking brake.

STOPPING THE ENGINE

- Turn starter switch key to position **0**, page 22.
- With engine switched off, turn key to position **P** should parking lights be necessary.

ATTENTION

To extend the life of tyres and of the tractor transmission parts and components, it is advisable not to use the tractor continuously at working speeds of less than 7 km/hr under full-load conditions, particularly so if the machine is excessively ballasted. It is further recommended not to ballast the tractor in excess to make it pull very heavy loads at low speed. Make sure to abide to the indications given in this book regarding ballasting and towing attachments.

⚠ CAUTION ⚠

To prevent Diesel fuel from waxing at freezing temperatures below 0 deg.C, caused by the splitting of the paraffin components, with resulting loss of fluidity and, consequently, occurrence of fuel feeding problems (especially at the starting stage), **“Diesel Mix AREXONS”** anti-freeze with the tractor fuel (or other similar product) in the proportions specified on the container.

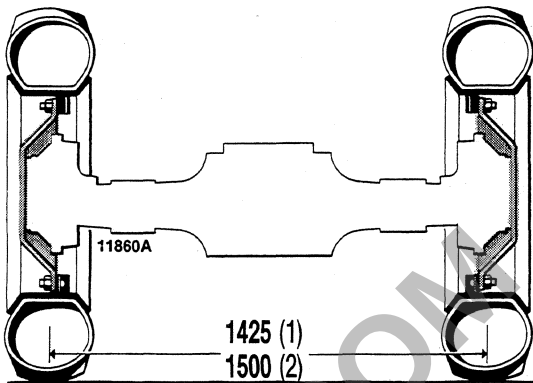
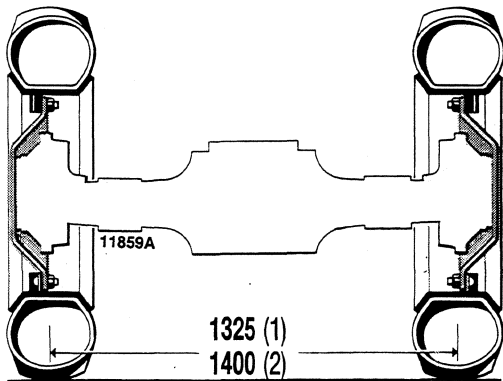
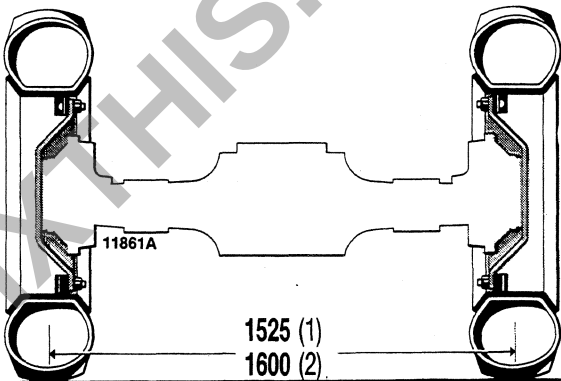
The **“Diesel Mix AREXONS”** anti-freeze must be mixed with the fuel before the same starts waxing, as once this condition has started any addition in an engine already seized by cold would have no effect whatsoever.

Pour the anti-freeze in the tank first and the fuel after.

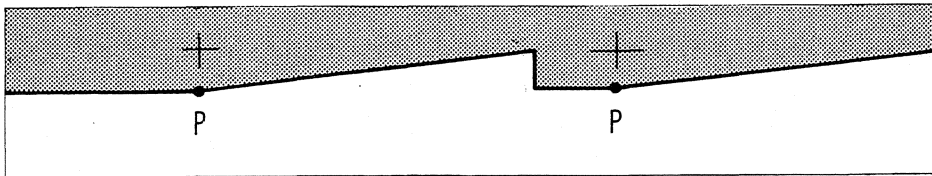
“Diesel Mix AREXONS” assures fuel feeding to engine under optimum conditions, without reducing its output, even at ambient temperatures below -20 deg.C.

REAR TRACKS (mm - To convert to inches multiply by .040)

- (1) Models 55-66S, 60-66S and 65-66S
- (2) Models 70-66S and 80-66S

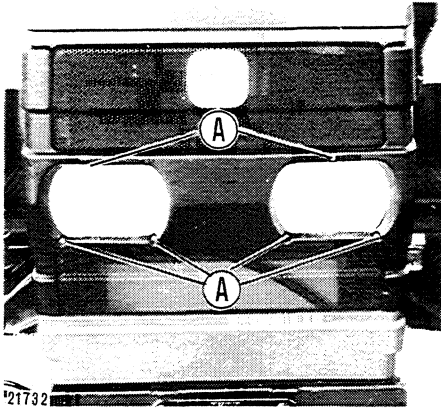


HEADLAMP ALIGNMENT



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Check headlamp alignment, and adjust if necessary, as follows:



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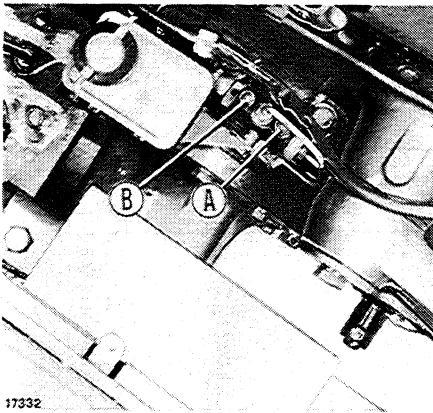
— Place the tractor, unladen and with tires inflated according to specifications, on level ground and in front of a wall (possibly white and in the shade).

— Draw, on this wall, two cross marks corresponding to headlamp centers.

— Move the tractor back at about 5 meters (16 ft) from the wall and switch on the low-beam headlights.

Reference points **P-P** should lie 5 cm (2 in) below the cross marks previously drawn on the wall.

— To adjust the light beams turn screws **A**.



Brakes

Brakes are hydraulically controlled. When the brake pedal is depressed by the operator, two hydraulic rams act on the mechanical system which actuates the rear brakes; simultaneously, pressurized oil is delivered to the front brake which operates hydraulically. An hydraulic device excludes the front brake control when one brake pedal only is depressed by the operator. The system includes a flow-divider valve with compensating effects whenever the rear brake setting is not identical on both sides.

AIR BLEEDING

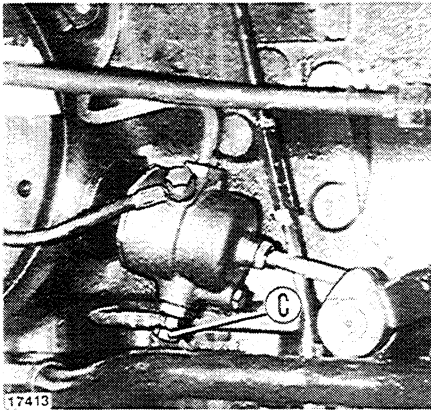
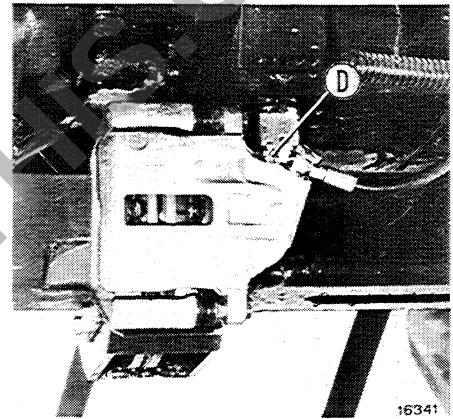
Should it become necessary to bleed air out of the brake hydraulic control system, proceed as follows:

- make sure that the brake oil reservoir is full, before and after air bleeding;
- latch pedals together and actuate brakes a few times;

CAUTION

On long down-hill hauls, especially if towing a trailer, do not make prolonged and extended use of the brakes but rather exploit whenever possible the engine braking action by shifting down in low gears.

- actuate the left brake control pedal, slowly and to end of its stroke, to pressurize the oil;
- hold pedal depressed, unscrew 1/2 turn the connection C shown in the figure, located under the RH side cylinder and let the air and oil bubbles mixture to flow out;



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