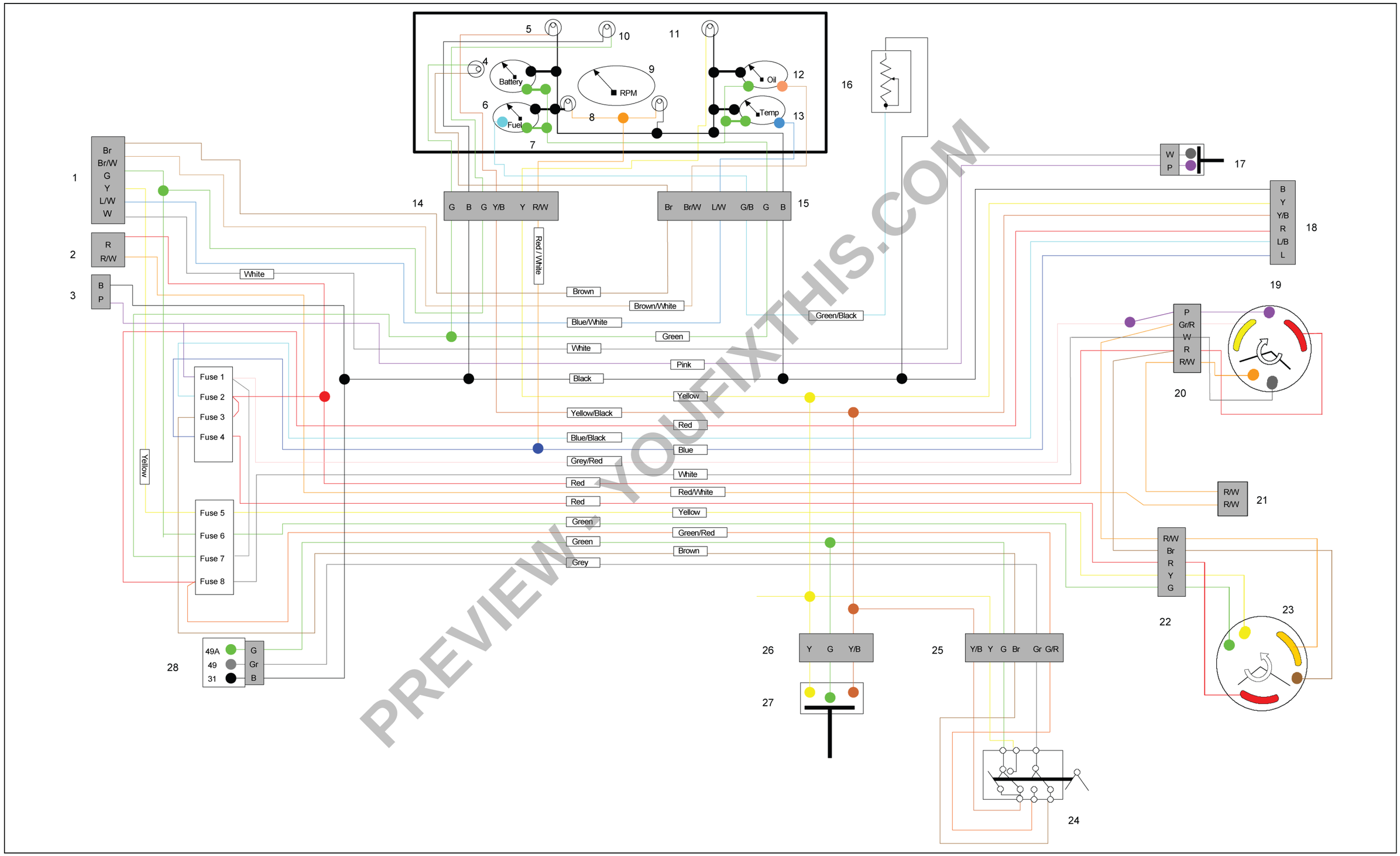
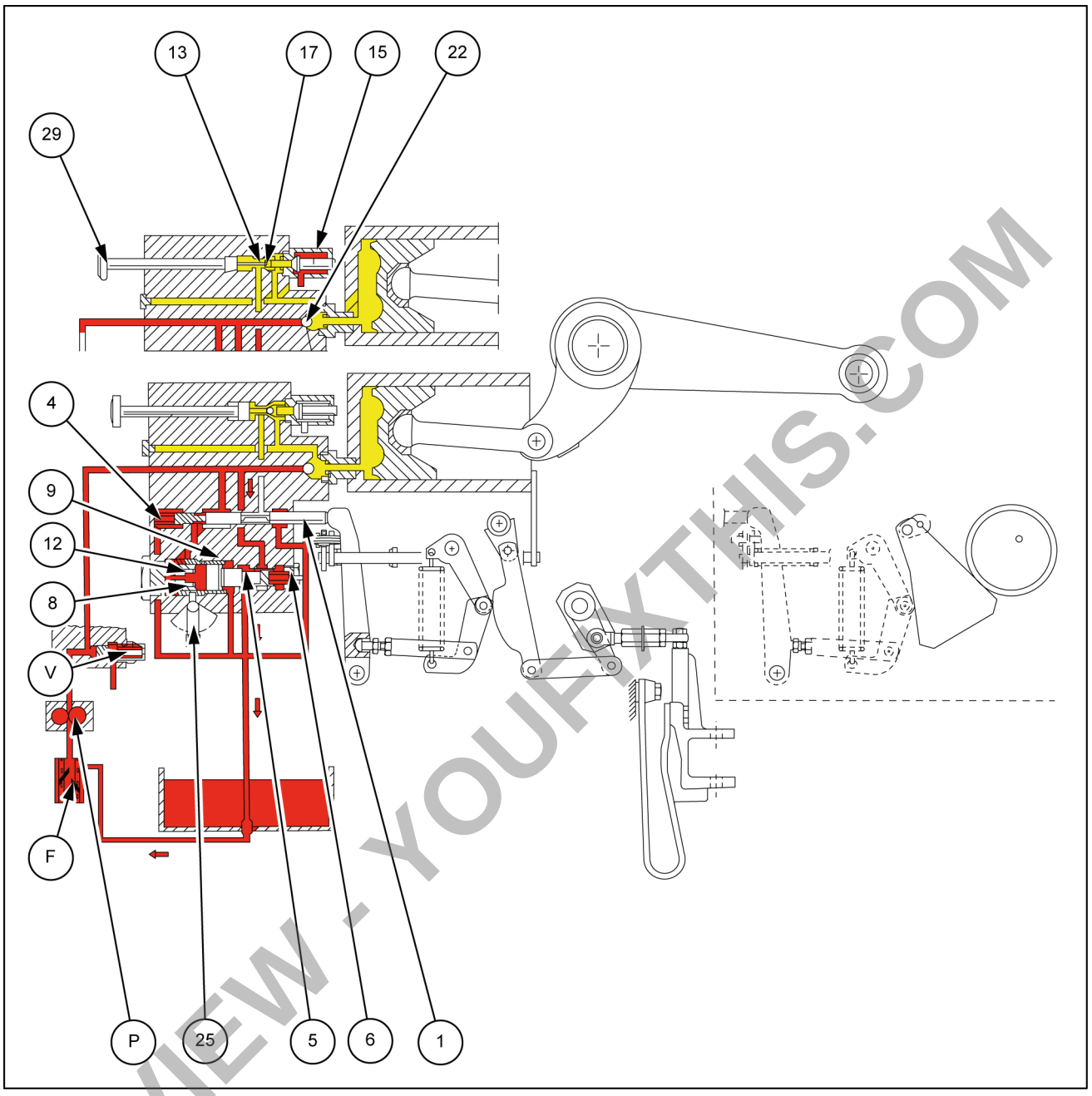


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NDIL14TR00584GB 2

Hydraulic circuit diagram

F. Filter
P. Hydraulic pump
V. Relief valve
(installed on lift body or on remote control valve)
1. Spool
4. Spool return spring
5. Control valve plunger
6. Plunger spring
8. Control valve position seat
9. Control valve position
12. Sensitivity control valve
13. Ball
15. Cylinder safety valve
17. Arm response adjacent valve
22. Check valve
25. Adjusting pipe lever
29. Arm response adjusting pin knob

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Engine - Torque

Description	Thread size	Torque	Angle
Bolt, cylinder head **(C1)**	**M12 x 1.25**	**40 N·m** (**354 lb in**)	(**125 - 135 °**) + (**135 - 145 °**)
Bolt, main bearing caps **(C2)**	**M14 x 1.25**	**80 N·m** (**708 lb in**)	**90 °**
Bolt, timing cover and case **(C3)**	**M12 x 1.25**	**40 N·m** (**354 lb in**)	–
Bolt, connecting rod caps **(C4)**	**M11 x 1.25**	**40 N·m** (**354 lb in**)	**60 °**
Bolt, flywheel **(C5)**	**M12 x 1.25**	**40 N·m** (**354 lb in**)	**60 °**
Bolt, rocker shaft bracket **(C6)**	**M8 x 1.25**	**25 N·m** (**221 lb in**)	–
Nut, crankshaft pulley hub **(C7)**	**M30 x 1.5**	**300 N·m** (**2655 lb in**)	–
Bolt, fan and alternator drive pulley **(C8)**	**M12 x 1.25**	**49 N·m** (**434 lb in**)	–
Nut, injection pump shaft gear **(C9)**	**M12 x 1.25**	**64 N·m** (**566 lb in**)	–
Nuts, injection pump to support **(C10)**	**M12 x 1.25**	**23 N·m** (**204 lb in**)	–
Retaining screws, additional weights **(C11)**	**M12 x 1.25**	**110 N·m** (**974 lb in**)	–
Injector clamp nut **M8**	**M8**	**18 N·m** (**159 lb in**)	–

Engine - Sealing

Operation description	Sealant specification
Adopter for oil filter **(S1)**	**LOCTITE® 270**
Adopter for tachometer cable **(S2)**	**LOCTITE® 243™**
Flywheel housing to engine block **(S3)**	**LOCTITE® 510™**
Timing gear case studs **(S4)**	**LOCTITE® 270**
Timing gear cover dowel pin **(S5)**	**LOCTITE® 270**
Starter motor to flywheel housing **(S6)**	**LOCTITE® 510™**
Allen plug in cylinder head thermostat housing **(S7)**	**LOCTITE® 243™**
Cylinder head exhaust manifold studs **(S8)**	**LOCTITE® 270**
Oil sump to engine block **(S9)**	Loctite® 5699
Silencer mounting studs on exhaust manifold **(S10)**	Loctite® 77164
Flywheel bolt **(S11)**	**LOCTITE® 243™**

Engine - Special tools

⚠ CAUTION
Operations described in this section of the manual must be performed using the following essential tools to work safely and achieve the best technical results with additional savings of time and effort.

Tool description	Tool number
Injector tester	290284
Sling hook, engine	**290740**
Cylinder head valve spring compressor	**291050**
Tractor splitting trolley	292320
Installer rear main oil seal	9970846
Installer front oil seal	9970845
Dummy injector	9970364
Swan neck pipe (fuel timing)	9970848
Engine mounting bracket (to be used with engine stand 293860)	9970844
Steering wheel puller	82834312
Bushes for steering wheel puller	9971375
Remover, hand accelerator pin	9971378
Cylinder pressure test Kit	9971410
Lube pressure check Kit	9971367
Piston ring compressor	Local
Piston ring expander	Local

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Engine - Troubleshooting

NOTICE: *When attending a repair the cause of the problem must also be investigated and corrected to avoid repeat failures.*

Problem	Possible Cause	Correction
Engine does not develop full power	Clogged air cleaner	Clean or renew element
	Fuel line obstructed	Clean
	Faulty injectors	Clean and reset
	Incorrect valve clearance adjustment	Check and reset
	Burnt, worn or sticking valves	Replace valves with new or oversize, and or machine the valve guide bores
	Blown head gasket	Check head flatness and fit new gasket
	Incorrect fuel delivery	Check injectors and pump
	Low cylinder compression	Renew piston rings or re-bore/re-sleeve as necessary
Oil pressure warning light fails to operate	Bulb burnt out	Renew bulb
	Warning Light pressure switch faulty	Renew pressure switch
	Warning light circuit faulty	Check and renew wiring
Excessive exhaust smoke	Exhaust leak on exhaust manifold	Fit new gasket
	Air cleaner dirty or restricted	Clean
	Excessive fuel delivery	Overall injection pump and injectors
Engine knocks	Diluted or thin oil	Check crankshaft bearings for damage, change as required. Drain and refill with specified oil and renew filter. Ascertain cause of dilution
	Insufficient oil supply	Check oil level and top up as necessary Overhaul or renew pump as necessary Check oil filter is not clogged
	Low oil pressure	Overhaul pump or relief valve as necessary
	Excessive crankshaft end play	Install new thrust bearing liner
	Flywheel or ring gear run-out excessive	Skim flywheel or fit new ring gear
	Excessive connecting rod or main	Install new bearing inserts and or bearing clearance re-grind crankshaft
	Bent or twisted connecting rods	Renew connecting rods
	Crankshaft journals out-of-round	Re-grind crankshaft and fit undersize bearing inserts
	Excessive piston-to- cylinder	Re-bore/re-sleeve block and fit i bore clearance new pistons
	Excessive piston ring clearance	Fit new pistons and rings
	Broken rings	Fit new rings, check bore and pistons for damage
	Excessive piston pin clearance	Fit new piston or pin
	Piston pin retainer loose or missing	Install new retainer, and check bore/pistons for damage
	Excessive camshaft play	Install new thrust plate
	Imperfections on timing gear teeth	Renew timing gear
	Excessive timing gear backlash	Check and adjust backlash /renew, timing gear
Engine overheats	Hose connection leaking or collapsed	Tighten hose connection, renew hose if damaged
	Radiator cap defective or not sealing	Renew radiator cap
	Radiator leakage	Repair/renew radiator
	Improper fan belt adjustment	Re-adjust fan belt
	Radiator fins restricted	Clean with compressed air
	Faulty thermostat	Renew thermostat
	Internal engine leakage	Check for source of leakage, renew gasket or defective parts
	Water pump faulty	Overhaul water pump

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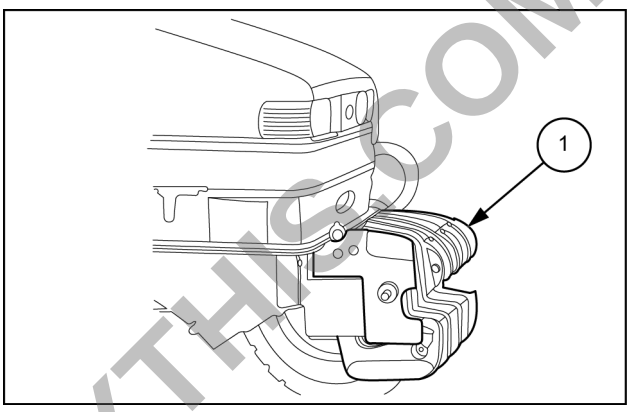
Engine - Remove

⚠ WARNING

Avoid injury!
Handle all parts carefully. Do not place your hands or fingers between parts. Use Personal Protective Equipment (PPE) as indicated in this manual, including protective goggles, gloves, and safety footwear.
Failure to comply could result in death or serious injury.

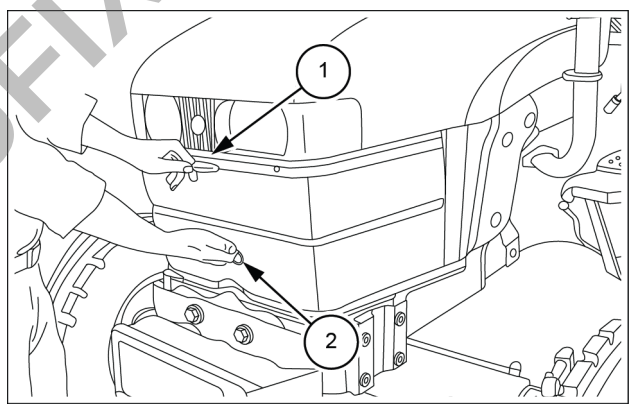
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1. Remove front ballast weights if fitted.



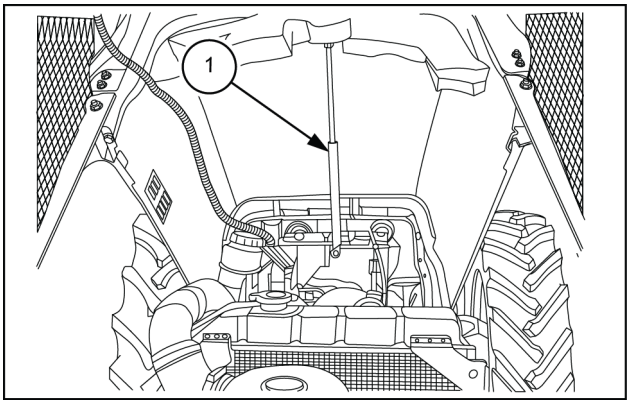
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2. Slide the lock **(1)** to right, hold and lift the handle **(2)** to raise the hood.



NDIL14TR00007AB 2

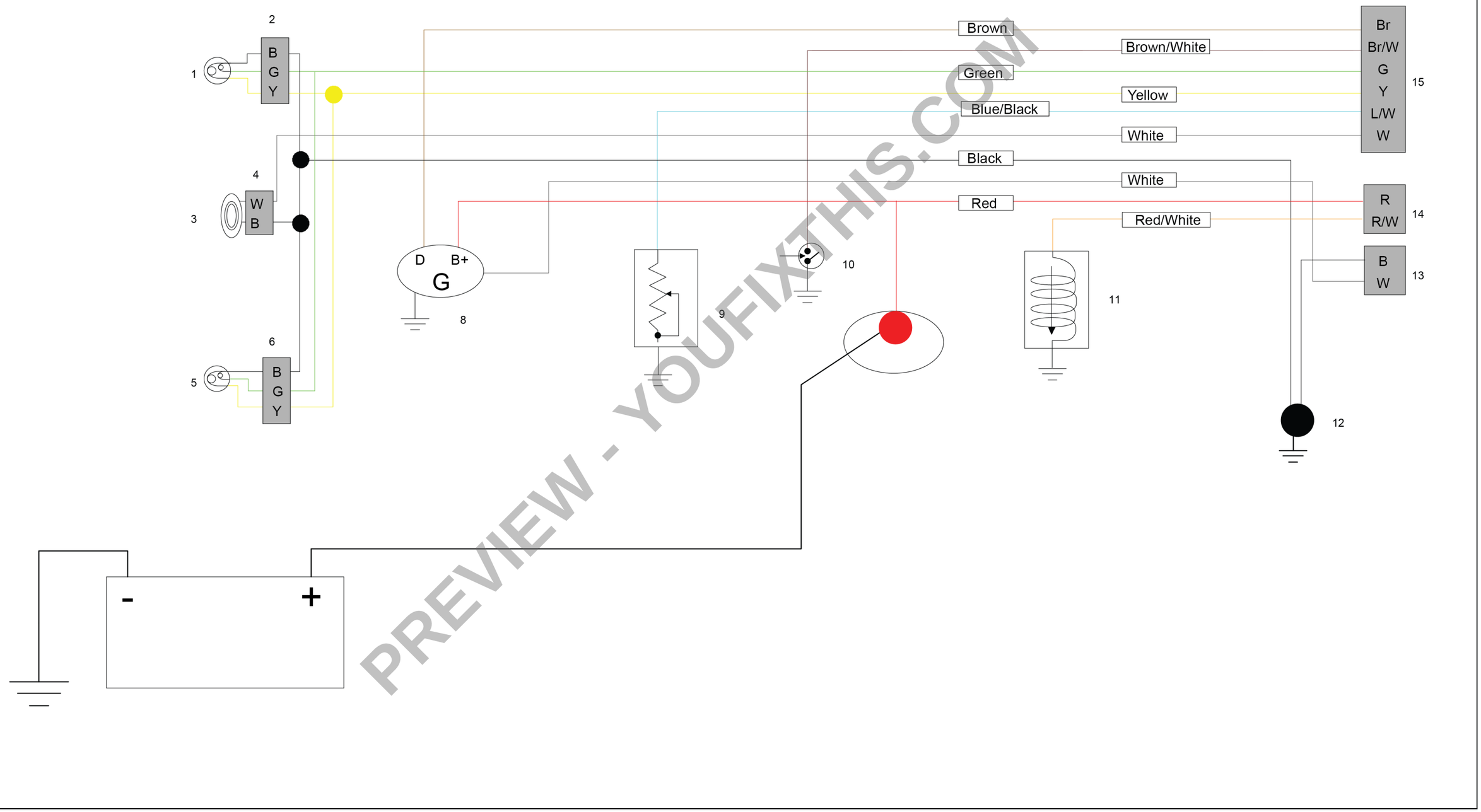
3. To maintain the hood in the raised position, a gas strut **(1)** is provided underside the hood.



NDIL14TR00008AB 3

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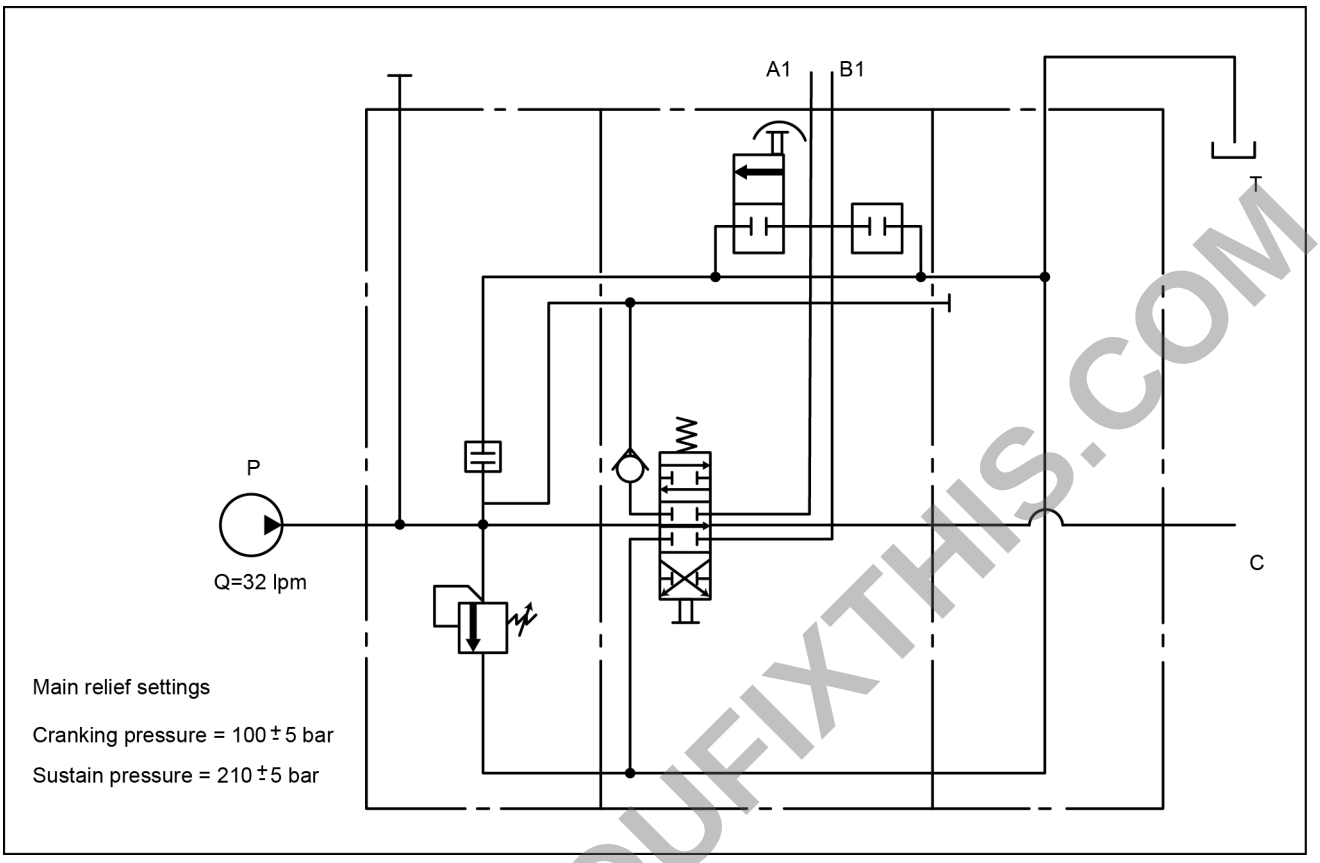


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Hydraulic systems - Hydraulic schema



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Clutch - General specification

Type	Double, dry plate, torsion spring
Control	Mechanical pedal for transmission hand lever for Power Take-Off (PTO)
Release mechanism	Dished spring
Plate material	Organic compound
Plate thickness	
• Transmission	**8.800 - 9.600 mm** (**0.346 - 0.377 in**)
• Power Take-Off (PTO)	**8.300 - 8.900 mm** (**0.326 - 0.350 in**)
• Wear limit	
• Plate with pressure springs	Tangential springs
Transmission clutch control sleeve working clearance	**0.050 - 0.151 mm** (**0.002 - 0.006 in**)
Power Take-Off (PTO) clutch control sleeve working clearance	**0.072 - 0.205 mm** (**0.003 - 0.008 in**)
Power Take-Off (PTO) clutch lever free play adjustment	**2.500 - 5.000 mm** (**0.098 - 0.196 in**)
Transmission clutch pedal free play adjustment	**45.000 - 50.000 mm** (**1.771 - 1.968 in**)
Transmission pedal requirements	
Pedal pin diameter	**27.948 - 28.000 mm** (**1.100 - 1.102 in**)
Supporting bush internal diameter (fitted, non-dressed)	**28.020 - 20.072 mm** (**1.103 - 0.790 in**)
Pin/bush play	**0.020 - 0.124 mm** (**0.001 - 0.005 in**)
Pedal bracket internal diameter	**32.927 - 32.966 mm** (**1.343 - 1.297 in**)
Bush outer diameter	**33.009 - 33.030 mm** (**1.300 - 1.300 in**)
Pedal bracket/bush interference fit	**0.043 - 0.103 mm** (**0.002 - 0.004 in**)

Clutch - Torque

Description	Thread size	Torque
Transmission housing to fly-wheel housing buckle up bolts **(C1)**	**M12 x 1.25**	**100.0 N·m** (**73.8 lb ft**)
Clutch assembly mounting bolts **(C2)**	**M8 x 1.25**	**26.0 N·m** (**19.2 lb ft**)
Bolts, release fork **(C3)**	**M16 x 1.5**	**210.0 N·m** (**154.9 lb ft**)

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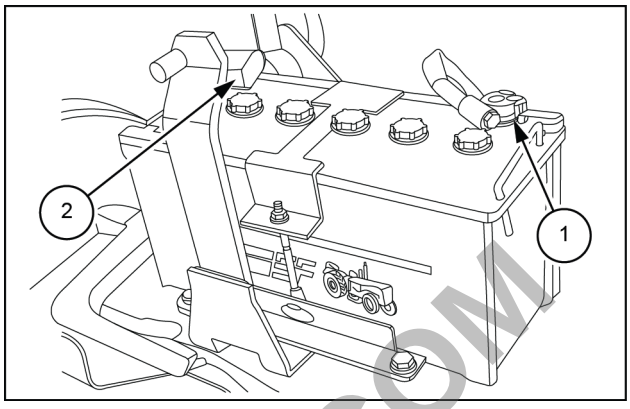
Problem	Possible Cause	Correction
	Exhaust gas leakage into cooling	Renew cylinder head gasket
	Coolant aeration	Tighten all connections and check coolant level is correct. Ensure cylinder head gasket has not blown
	Cylinder head gasket improperly installed	Renew cylinder head gasket installed
	Hot spot due to rust and scale or clogged water jackets	Reverse flush entire clogged water
	Obstruction to radiator air flow	Remove the obstruction
	Extended engine idling	Do not allow engine to idle for long periods
	Oil cooler tube blocked	Clean
	Radiator core tubes blocked	Check free flow
Water temperature gauge fails to reach normal operating temperature	Faulty temperature sender	Renew sender switch
	Incorrect or faulty thermostat	Renew thermostat
	Faulty water temperature gauge	Renew temperature gauge
Low oil pressure	Engine oil level low	Top up, as necessary
	Wrong grade of oil	Drain and refill with correct grade of oil
	Blocked oil pump sump screen	Clean pump screen
	Oil pressure relief valve faulty	Fit new relief valve
	Oil pump worn	Renew oil pump
	Excessive oil pump rotor and shaft assembly clearance	Overhaul pump
	Excessive main or connecting rod bearing clearance	Install new bearings inserts and bearing clearance or re-grind crankshaft if necessary
Excessive oil consumption	Engine oil level too high	Reduce oil level
	External oil leaks	Renew gaskets and seals, where necessary. Check mating surfaces for damage or distortion
	Worn valves, valve guides or bores	Renew
	Cylinder head gasket leaking	Renew gasket. Check head for damage or distortion
	Oil loss past the pistons and rings	Renew rings and or rebore / re-sleeve block as necessary
	Oil cooler leak	Repair/renew oil cooler assembly
Engine tends to keep firing after fuel is shut–off	Air cleaner dirty or restricted	Clean or renew element

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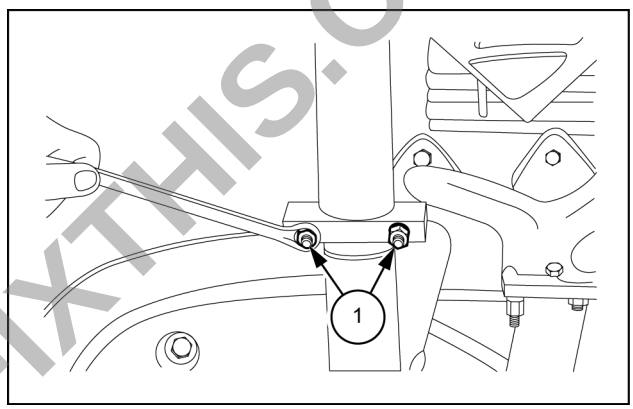
4. Disconnect battery terminals **(1)** and **(2)**.

NOTICE: *Always disconnect the negative cable **(1)** first.*



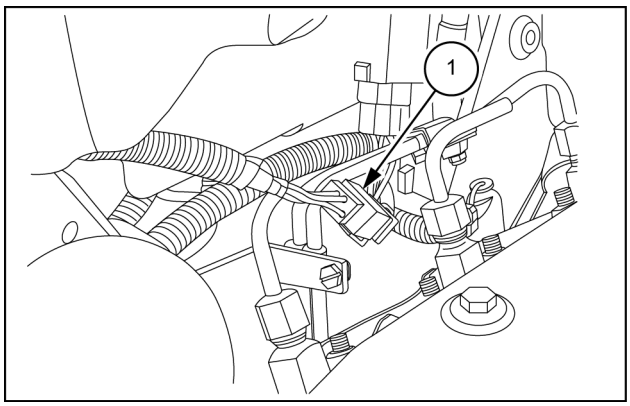
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5. Loosen silencer mounting clamp bolts **(1)** and remove the silencer assembly.



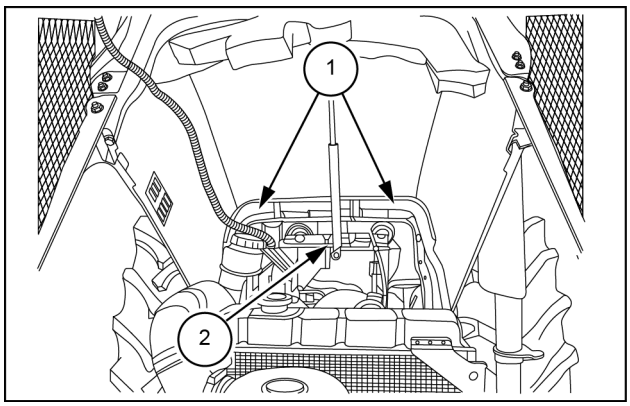
NDIL14TR00010AB 5

6. Disconnect electric connections of centre harness **(1)**.



NDIL14TR00011AB 6

7. Remove the split pins and remove the roll pins **(1)**.
8. Unscrew the gas strut bolt **(2)** and remove the front hood.



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Mechanical transmission - General specification

Transmission type	8 forward speeds and two reverse speeds
Gears	Spur
Splitter	Planetary, with three spur pinions
• Reduction ratio	20 : (20 + 52) = 1 : 3.6
Transmission and splitter controls	Separate levers
Driven gear bushing external diameter	**42.925 - 49.950 mm** (**1.690 - 1.967 in**)
Driven gear internal diameter	**50.050 - 50.089 mm** (**1.970 - 1.972 in**)
Bushing clearance in gear	**0.100 - 0.164 mm** (**0.004 - 0.006 in**)
Driven shaft diameter	**39.166 - 39.191 mm** (**1.542 - 1.543 in**)
Bushing internal diameter	**39.200 - 39.239 mm** (**1.543 - 1.545 in**)
Shaft clearance in bushing	**0.0090 - 0.0730 mm** (**0.0004 - 0.0029 in**)
Power Take-Off (PTO) clutch shaft diameter	**24.964 - 24.958 mm** (**0.983 - 0.983 in**)
Bushing fitted internal diameter	**25.040 - 25.092 mm** (**0.986 - 0.988 in**)
Power Take-Off (PTO) shaft clearance in bushing	**0.055 - 0.128 mm** (**0.002 - 0.005 in**)
Bushing interference fit with drive shaft	**0.037 - 0.091 mm** (**0.001 - 0.004 in**)
Shim thickness for adjusting end float of driven gears	**3.70 mm** (**0.15 in**)– **4.00 mm** (**0.16 in**) – **4.30 mm** (**0.17 in**)
Washer thickness and inboard and outboard baulk rings for driven gears and planetary gear splitter supports	**1.470 - 1.530 mm** (**0.058 - 0.060 in**)
Selector shaft detent ball spring length.	
• Free	**61.500 mm** (**2.421 in**)
• loaded **5.1 - 5.7 kg** (**11.24 - 12.57 lb**)	**48.000 mm** (**1.890 in**)
Selector shaft detent ball spring length.	
• Free	**35.500 mm** (**1.398 in**)
• loaded **5.15 - 5.25 kg** (**11.35 - 11.57 lb**)	**31.500 mm** (**1.240 in**)
Selector shaft detent ball spring length (splitter only).	
• Free	**35.500 mm** (**1.398 in**)
• loaded **11.7 - 12.9 kg** (**26 - 28.44 lb**)	**31.500 mm** (**1.240 in**)

Mechanical transmission - Torque

Description	Thread size	Torque
Nut, transmission housing to engine	**M12 x 1.25**	**100.00 N·m** (**73.76 lb ft**)
Lock-nut, driven gear shaft	**M24 x 1.5**	**255.00 N·m** (**188.08 lb ft**)
Nuts for studs securing transmission shaft bearing cover	**M8 x 1.25**	**18.00 N·m** (**13.28 lb ft**)
Bolts, transmission housing cover	**M8 x 1.25**	**25.00 N·m** (**18.44 lb ft**)
Nuts for studs securing spacer to transmission housing and power train	**M10 x 1.25**	**60.00 N·m** (**44.25 lb ft**)
Bolts, securing planetary reduction fixed gear	**M12 x 1.25**	**100.00 N·m** (**73.76 lb ft**)
Bolts, splitter shift fork rod bracket	**M10 x 1.25**	**60.00 N·m** (**44.25 lb ft**)

Mechanical transmission - Sealing

Operation description	Sealant specification
Rear axle to transmission housing **(S1)**	**LOCTITE® 574™**
Transmission to engine **(S2)**	**LOCTITE® 518™**
Gear shift cover to transmission housing **(S3)**	Permatex
Pinion shaft front cover **(S4)**	**LOCTITE® 243™**

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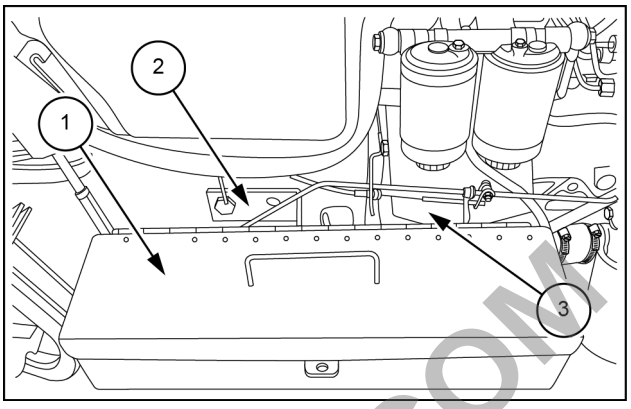
Clutch - Troubleshooting

Problem	Possible Cause	Correction
Clutch slips	Clutch disc, pressure plate and/or flywheel wear	Replace clutch disc, replace clutch if necessary and grind the flywheel
	Damaged or bent or broken fingers	Replace finger assembly
	Oil or grease on friction material	Replace clutch disc, repair leak of lubricant in to clutch housing, thoroughly clean friction surfaces
Clutch grabs	Stiff external control linkage	Check and lubricate linkage pivot points
	Warped clutch disc	Replace clutch disc
	Clutch disc with damaged damper springs or loose hub	Replace clutch disc
	Oil or grease on friction material	Replace clutch disc repair leak of lubricant in to clutch housing, thoroughly clean friction surfaces
	Finger springs broken	Replace finger springs
Clutch fails to disconnect and drags	Warped clutch disc	Replace clutch disc
	Damaged clutch release bearing	Replace clutch release bearing
	Damaged finger spring	Replace finger springs
Clutch noise at engagement and /or disengagement.	Warped clutch disc	Replace clutch disc
	Damaged clutch disc damper springs	Replace clutch disc
	Excess backlash on clutch disc to hub meshing splines	Replace clutch disc and shaft, as necessary
Clutch noise at disengagement	Worn clutch release bearing	Replace bearing
Clutch control pedal hardness	Hard pedal	Check and lubricate linkage
	Broken or disconnected clutch return spring	Replace or hook - up clutch return spring

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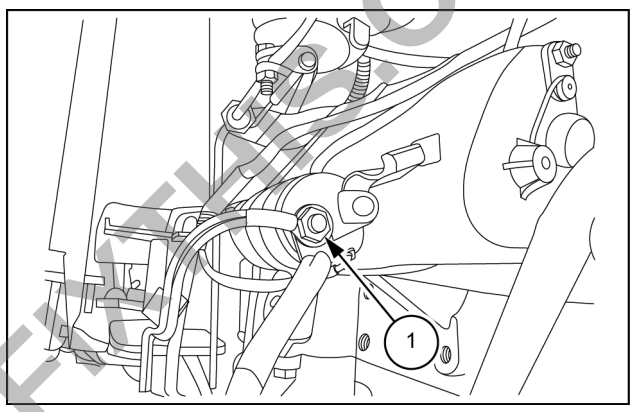
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9. Remove tool box **(1)**, tool box mounting bracket **(2)** and cover plate of self starter **(3)**.



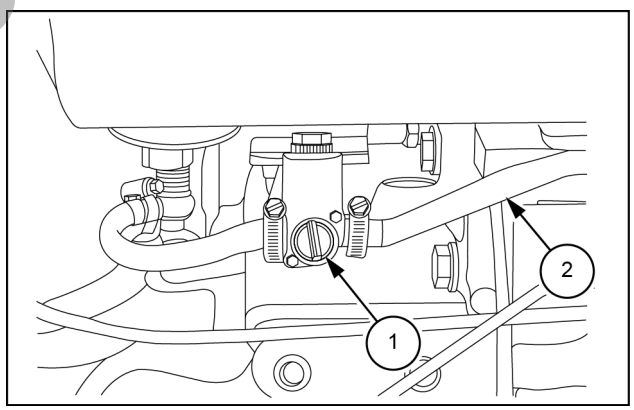
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10. Disconnect electric connections to starter motor **(1)**.



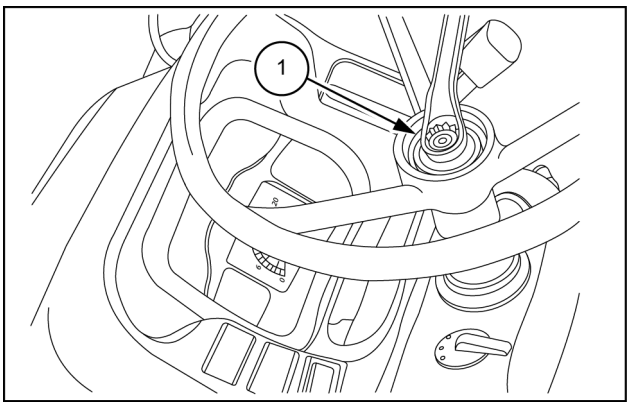
NDIL14TR00014AB 9

11. Close diesel tap **(1)** and disconnect hose **(2)** between diesel tank and feed pump.



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12. Remove the steering wheel cover and remove the nut **(1)**.



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Safety rules

 This warning symbol points out important messages involving personal safety. Carefully read the safety rules contained herein and follow advised precautions to avoid potential hazards and safeguarded your safety.

In this manual you will find this symbol together with the following keywords.

WARNING: It gives warning about improper repair operations and potential consequences affecting the service technician's personal safety.
DANGER: It gives specific warning about potential dangers for personal safety of the operator or other persons directly or indirectly involved in the operation.

To prevent accidents

Most accidents and personal injuries taking place in workshops are due from non-observance of some essential rules and safety precautions.

The possibility that an accident might occur with any type of machines should not be disregarded, no matter how well the machine in question was designed and built.

A wise and careful service technician is the best precautions against accidents.
Careful observance of this only basic precaution would be enough to avoid many severe accidents.

 DANGER
Never carry out any cleaning, lubrication or maintenance operations when the engine is running.

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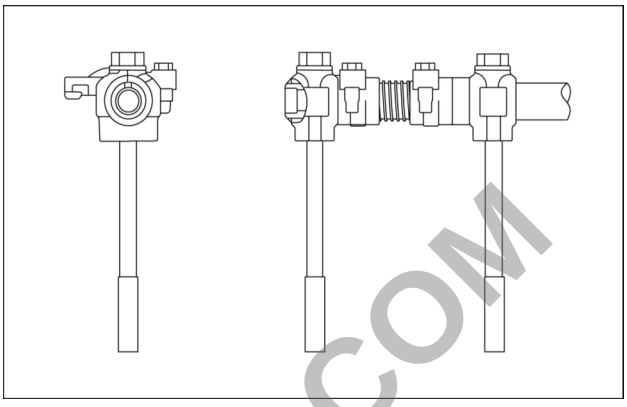
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Rocker shaft - Inspect

1. Inspect rocker arm adjusting screws and push rod ends of the rocker arm, including the ball end of the screws for nicks, damage or excessive wear.
    1. Also inspect the inside diameter of rocker arm for damage or wear. If any of these characteristics are not to specification replace with new parts.
    2. Check the rocker shaft for signs of wear or damage on diameter. If not to specification replace with new. If re-used, before assembly clean thoroughly in solvent making sure all oil passages are clear.

        NOTE: *When dressing of the rockers and screw working surfaces becomes necessary, remove as little material as possible.*
    3. Length of rocker spacer spring length should be checked on both free length and load length.

- Free length - **59.50 mm** (**2.34 in**).
- Loaded length - **44.00 mm** (**1.73 in**) using a weight of **4.70 - 5.30 kg** (**10.36 - 11.68 lb**).



NDIL14TR00078AA 1

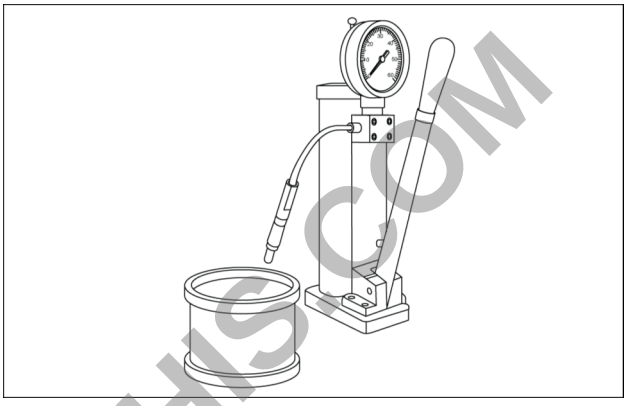
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Fuel injectors - Overhaul

WARNING
The spray from a fuel injector tester can pierce human skin with fatal results. When an injector is spraying, the nozzle holder should be turned away from the operator and any other persons.

During the nozzle opening pressure and spray pattern tests, collect the spray in a container partly filled with rags to absorb the spray.
When conducting the nozzle seat leakage test, release the injector tester pump pressure before touching the nozzle tip with a sheet of blotting paper.



NDIL14TR00197AA 1

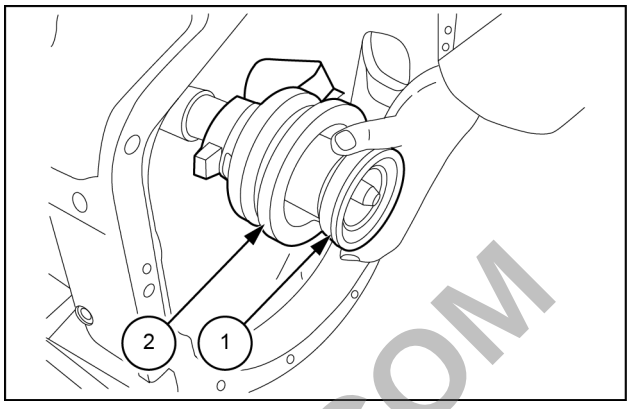
WARNING
The spray is flammable make sure no open flames are in the area of the tester and do not generate excessive vapor.

1. Fill the injector tester, tool number 290284, with a calibrating type fuel oil and leave the filler cap loose to prevent a vacuum forming during testing.
2. Prime the tester until oil is emitted from the tester line, then connect the injector.
3. Make sure the knob on the right-hand side of the tester is screwed into prevent the gauge being over-pressurised, if the injector nozzle is blocked.
4. Pump the tester and check the nozzle is free to open. Open the pressure gauge valve and begin injector testing.
5. Nozzle opening pressure setting - slowly pump the injector tester and observe the pressure at which the needle valve lifts and fuel is injected from the nozzle tip. The minimum acceptable opening pressure is **260 bar** (**3770 psi**). If the opening pressure is below **260 bar** (**3770 psi**) reset to **260 - 272 bar** (**3770 - 3944 psi**).
6. Spray pattern - pump the tester rapidly (80 - 90 strokes per/min) and observe the spray pattern from the holes. An atomized spray free from distortion and irregular streaks of fuel should be observed. The tester is not regarded as providing a suitable test for atomization under working conditions, but gives an indication of the working of the nozzle.
7. Nozzle seat leakage - wipe the nozzle tip dry and apply a pressure **10 bar** (**145 psi**) below the opening pressure. The nozzle tip and bottom face must remain essentially dry and there must be no tendency for blobs of fuel to collect or drip. A slight dampness can be ignored. If there is any leakage from the nozzle seat, the nozzle assembly must be cleaned or replaced.

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7. Slide out both transmission and Power Take-Off (PTO) clutch release bearings **(1)** and **(2)** from the shaft.



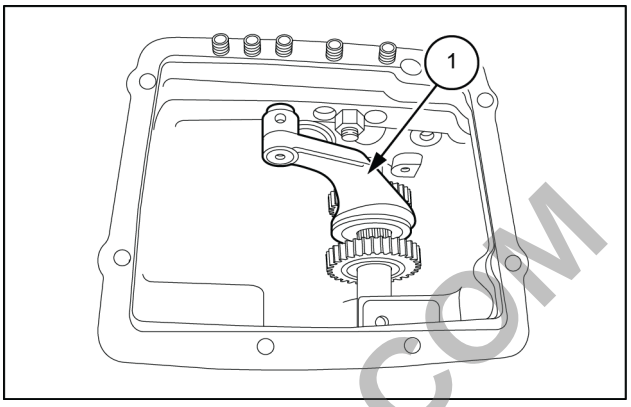
NDIL14TR00288AB 16

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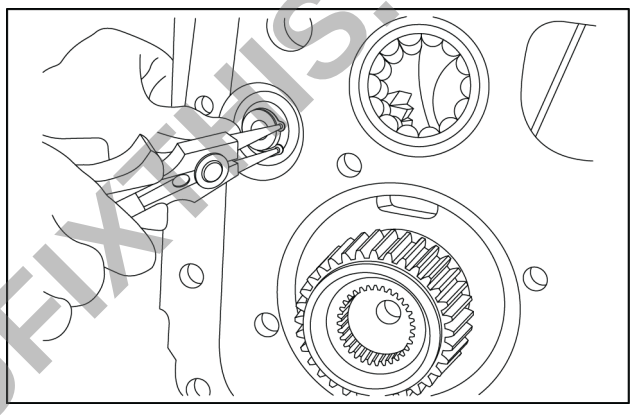
Reverse gears - Remove – 12+3 Transmission

1. Remove reverse fork **(1)**.



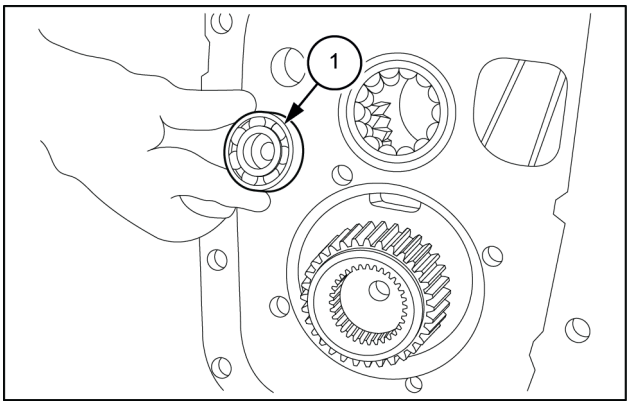
NDIL14TR00877AB 1

2. Remove circlip lock.



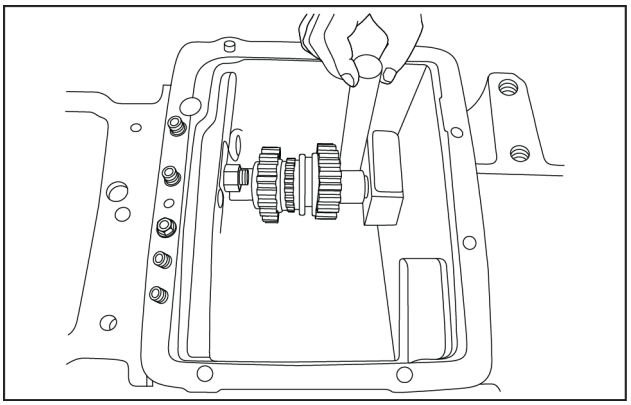
NDIL14TR00878AB 2

3. Remove bearing **(1)**.



NDIL14TR00879AB 3

4. Remove reverse gear complete assembly.



NDIL14TR00880AB 4

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Steering knuckle and king pin - Replace – 4WD

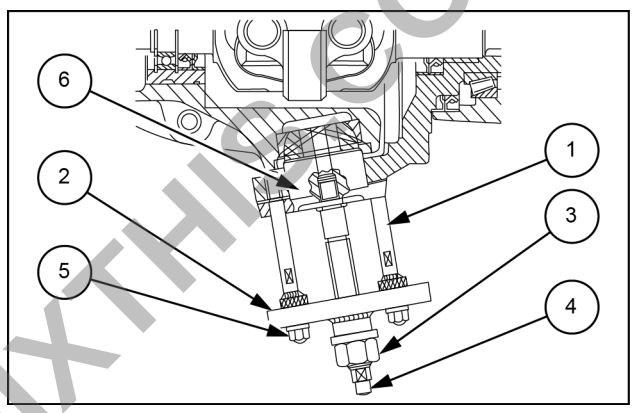
⚠ WARNING

Avoid injury!
Handle all parts carefully. Do not place your hands or fingers between parts. Use Personal Protective Equipment (PPE) as indicated in this manual, including protective goggles, gloves, and safety footwear.
Failure to comply could result in death or serious injury.

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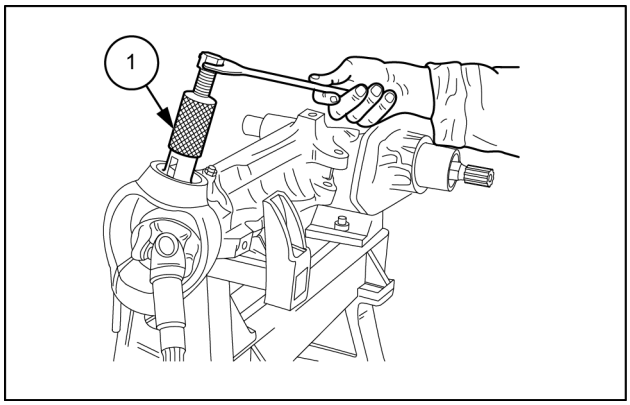
In the event that the steering knuckle pins prove difficult to remove, proceed as follows.

1. Remove the grease nipples and the steering knuckle pin retaining bolts.
2. Fit the bolts **(1)** of tool 293857.
3. Fit the plate **(2)** of the tool and fix it to the three bolts with nuts **(5)**.
4. Fit the central tie bolt **(4)** screwing it fully into the grease nipple bore on the pin **(6)**.
5. Screw in the nut **(3)** to drive the pin out of its bore.



NDIL14TR00410AB 1

6. Using extractor tool 292161 **(1)** remove the steering knuckle bearings.
7. Re-install the steering knuckle bearings using a suitable drift.



NDIL14TR00411AB 2

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Steering control - Overview

This is an anti-friction re-circulating ball constant ratio sector type steering gear. A hardened and precision ground single star worm shaft which forms lower part of the inner column is supported in the steering gear housing by angular contact bearings assembly at each end. The upper part of the inner column is supported by bearing bush. Adjustment of the bearing preload on these bearings is achieved by shims between the outer column and steering housing.

The inner column is provided with spline and taper construction for fittment of the steering wheel.

As the steering wheel is turned the inner column rotates and moves the main nut in the axial direction on the inner column.

The main nut employs two independent ball circuits. The transfer tubes guides the ball at the end of the circuit for re-entering them to the start of the respective helical path and are positioned that the balls leave and re-enter on a line tangential to the pitch circle. The transfer tubes re-clamped in place by the retainer.

The rack on one side of the main nut meshes with the taper tooth gear of the sector shaft, so that the sector shaft rotates during axial movement of the main nut.

The sector shaft teeth are conical and are designed specially to provide true rack and sector action when main nut is positioned at a slight angle. This construction permits backlash adjustments by shifting sector shaft slightly along its axis by means of a adjuster screw.

The sector shaft is supported on its longer side by two bushes fitted in the housing. There is a taper spline at the shaft end to which drop arm is fitted and is retained in position by nut and tab washer.

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Electrical system - Overview

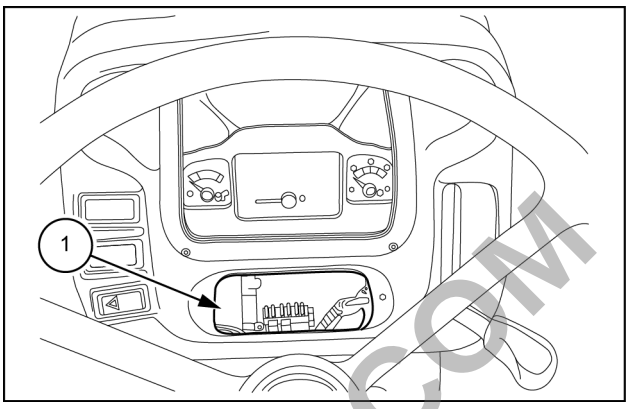
Electrical system and fuses

The electrical system of tractors consists of various wiring harnesses, lights, switches, battery, alternator, starter and instrument cluster.

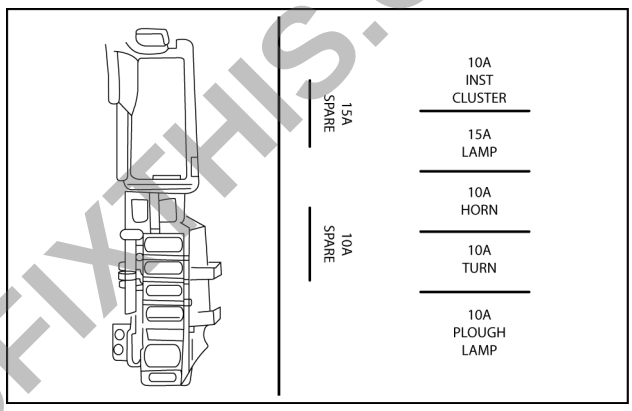
Fuses **(1)** protect electrical circuits with thin pieces of wire, which heat up and melt when too much current flows through them. This opens circuit and protects the wiring from burning. This can occur in the event of a 'short circuit', or by connecting equipment which demands a current greater than the circuit, designed to carry. The fuse is specially designed and in the event of failure, a new fuse of the same rating should be fitted.

NOTICE: *The fuse should never be repaired or replaced by a fuse of a higher rating.*
If the fuse repeatedly 'blows' the cause must be investigated and repaired.
Fuses are arranged in two separate columns. There are 5 fuses in one and two spare fuses in the other.

Rating	Circuit
10 A	Instrument cluster
15 A	Lamps
10 A	Horn
10 A	Turn signal
10 A	Plough lamp



NDIL14TR00825AA 1



NDIL14TR00826AB 2

Spare fuses

Rating	Details
15 A	Spare
15 A	Spare

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