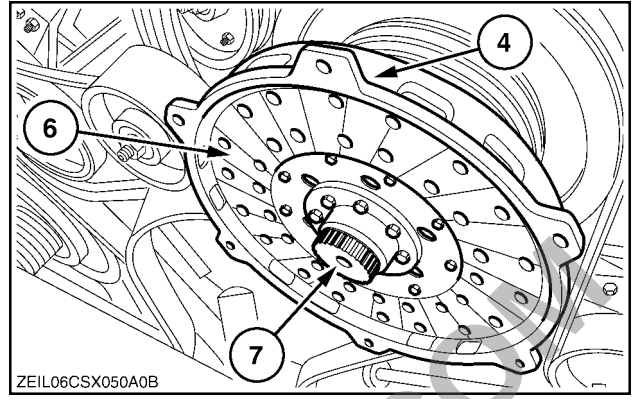


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4. Remove the clutch disc (6) from the shaft (7).



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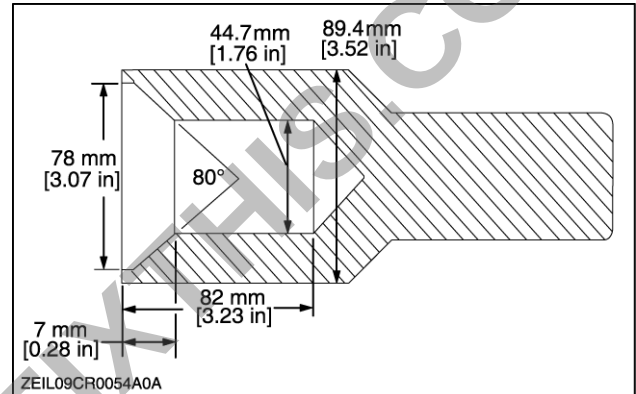
Final drive - Exploded view

CX5090 Laterale	
CX6000 Elevation series Tier IV	

PREVIEW - YOUFIXTHIS.COM

Assemble

6. Inspect the shaft **(3)** and the bearing **(5)** for wear, scratching and pits. Rotate the bearing **(5)** and feel for roughness. Replace damaged components.
7. Press the bearing **(5)** on the shaft **(3)**. Install the retaining ring **(6)**.
8. Install the shaft/bearing assembly into the pump.
Align the shaft **(3)** with the block and charge pump splines.
Press down on the shaft **(3)** and install a new inner retaining ring **(4)**.
9. Cover the end of the shaft **(3)** with a protective cover **(7)** to protect the seal **(2)** during installation. Lubricate the seal **(2)**.
Tap on the seal using an appropriate deep-socket **(8)** or with the tool, as illustrated, to press in the seal **(2)**.
Remove the protective cover **(7)**.



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10. Install the retaining ring **(1)**.

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FUNCTIONAL DATA

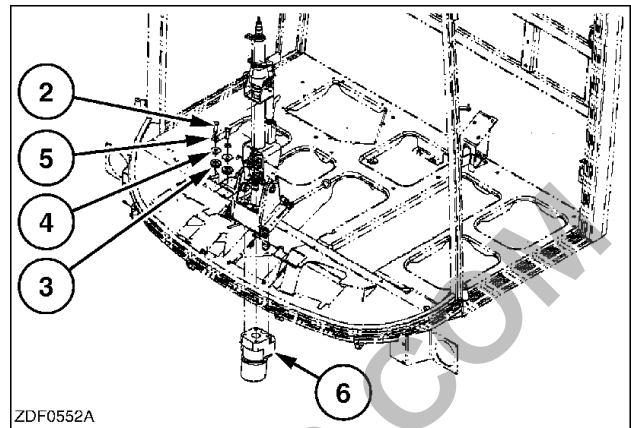
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SERVICE

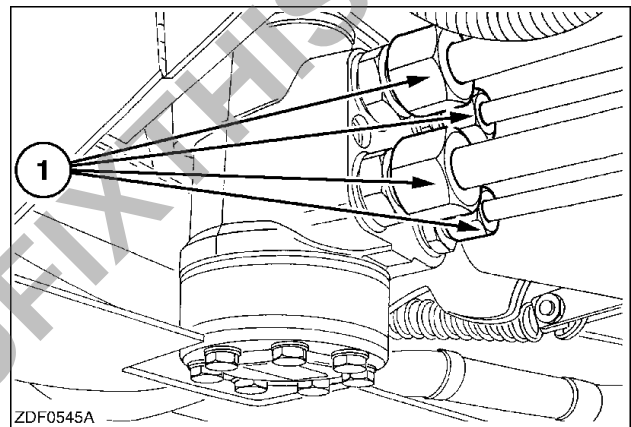
Stacked control valves	
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Power steering control valve - Install

1. Bring the valve (6) in place.
Install the four bolts (2) with the dampers (3) (from series 1364 onwards).
Install the flange (4), and the washer (5).
Tighten the four bolts (2) with a torque between **30 - 35 Nm.** (**22 - 26 lb ft**)



2. Install and tighten the four hydraulic lines and tighten the fittings (1).
Add hydraulic oil in the oil reservoir, if necessary.



Next operation:

Refer to **Steering column - Install (41.101)**.

Special tool number	NH reference	Description
-	-	Pin removal tool (Blue)
<p>ZEIL08SPT016A0A</p> <p>ZEIL08SPT016A0A 4</p>		
-	84400047	Contact crimping pliers
<p>ZEIL08SPT017A0A</p> <p>ZEIL08SPT017A0A 5</p>		

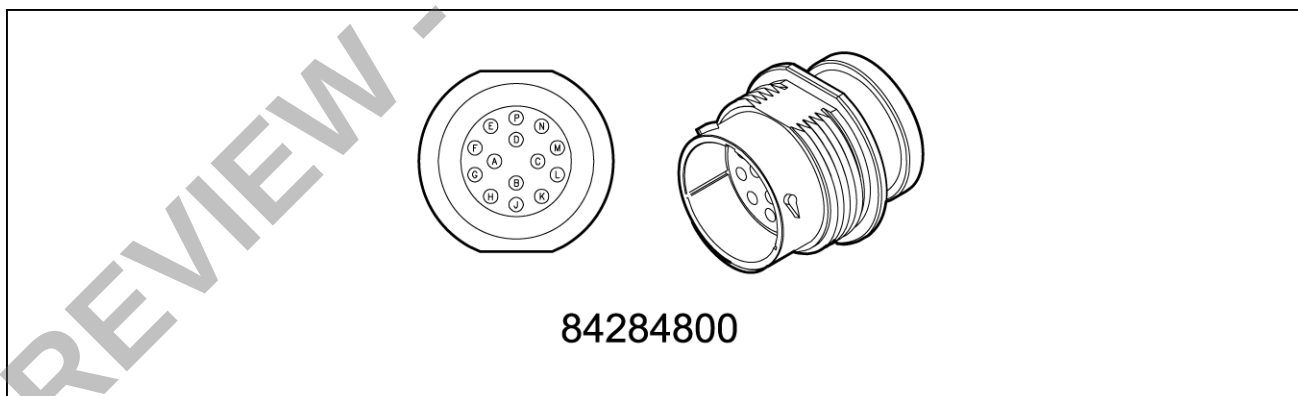
Wiring harnesses - Special tools 5

Special tool number	NH reference	Description
-	84021087	Pin removal tool for control modules connectors with small connector pins
<p>ZEIL08SPT018A0A</p> <p>ZEIL08SPT018A0A 1</p>		
-	84021087A	Pin removal tool for control modules connectors with large connector pins

CONNECTOR X-075-T4-N

CONNECTOR X-075-T4-N			
Between connector Tier 3 and 4 (FPT engine - New Holland NEF)			
Position	Wire Id	Circuit reference	Electric schematic frame
A	NEF-188 (PK)	Humidity and temperature sensor signal	Wiring harnesses - Electrical schematic sheet 06 (55.100)
B	NEF-189 (YE)	Humidity and temperature sensor signal	
C	NEF-190 (BK)	Humidity and temperature sensor signal	
D	NEF-191 (YE)	Humidity and temperature sensor signal	
E	NEF-403 (YE)	Sensor can high signal	Wiring harnesses - Electrical schematic sheet 30 (55.100)
F	NEF-713 (YE)	Vehicle can High signal	
G	NEF-404 (GN)	NOx sensor can low signal	
H	NEF-712 (GN)	Vehicle can low signal	
J	NEF-409 (YE)	Can high for 24 V (DCU) Diagnostics	Wiring harnesses - Electrical schematic sheet 08 (55.100)
K	NEF-727B (BR)	+12/24 V for ECU and DCU diagnostics	
L	NEF-729 (WH)	24 V Key relay activation	Wiring harnesses - Electrical schematic sheet 06 (55.100)
M	NEF-713B (YE)	DCU diagnostics can high signal	Wiring harnesses - Electrical schematic sheet 30 (55.100)
N	NEF-712B (GN)	DCU diagnostics can low signal	

NOTE: For wiring color code, refer to **Electrical system - Electrical standard (55.000)**.



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NOTE: For connector service tools, refer to **Wiring harnesses - Special tools 3 (55.100)**.

Wiring harnesses - Component diagram 18

CONNECTOR X-180

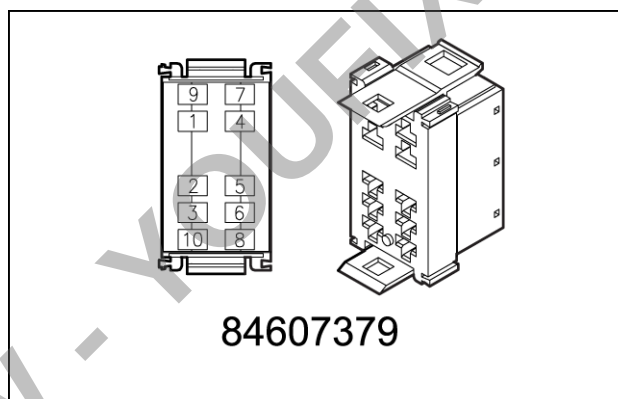
CONNECTOR X-180 Earth cab roof (GND-025)			
Position	Wire Id	Circuit reference	Electric schematic frame
2	CA-385 (BK)	Ground	Wiring harnesses - Electrical schematic sheet 29 (55.100)
3	CA-389 (BK)	Ground	
4	CA-483 (BK)	Ground	
5	CA-490 (BK)	Ground	Wiring harnesses - Electrical schematic sheet 35 (55.100)
6	CA-492 (BK)	Ground	
7	CA-493 (BK)	Ground	
8	CA-495 (BK)	Ground	
9	CA-496 (BK)	Ground	
10	CA-497 (BK)	Ground	
11	CA-393 (BK)	Ground	Wiring harnesses - Electrical schematic sheet 29 (55.100)
12	CA-501 (BK)	Ground	Wiring harnesses - Electrical schematic sheet 38 (55.100)
13	CA-515 (BK)	Ground	
14	CA-504 (BK)	Ground	
15	CA-503 (BK)	Ground	
16	CA-507 (BK)	Ground	
17	CA-522 (BK)	Ground	Wiring harnesses - Electrical schematic sheet 39 (55.100)
19	CA-683 (BK)	Ground	Wiring harnesses - Electrical schematic sheet 47 (55.100)
20	CA-546 (BK)	Ground	Wiring harnesses - Electrical schematic sheet 40 (55.100)
22	CA-545 (BK)	Ground	Wiring harnesses - Electrical schematic sheet 47 (55.100)
23	CA-572 (BK)	Ground	Wiring harnesses - Electrical schematic sheet 42 (55.100)
24	CA-573 (BK)	Ground	

NOTE: For wiring color code, refer to *Electrical system - Electrical standard (55.000)*.

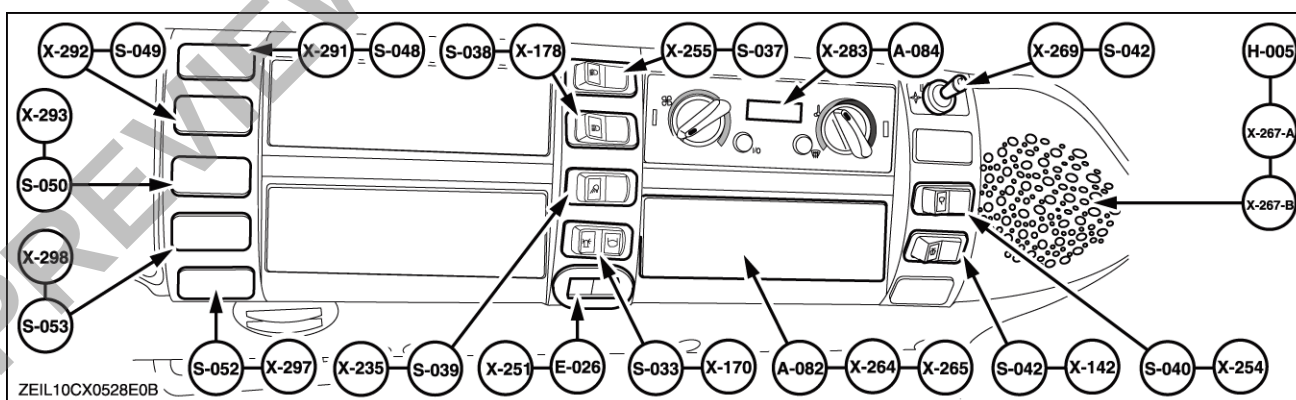
CONNECTOR X-291

CONNECTOR X-291 Switch Laterale / Hillside system On/Off (S-048)			
Position	Wire Id	Circuit reference	Electric schematic frame
1	SHC-600 (WH)	Laterale Off relay activation signal	Wiring harnesses - Electrical schematic sheet 44 (55.100)
2B	SHC-601 (OR)	+12 V through safety relays	
3	SHC-598 (OR)	Laterale system On indicator signal	
4	-	-	
5B	-	-	-
6	-	-	-
7	SHC-604 (BK) SHC-597 (BK)	Ground	Wiring harnesses - Electrical schematic sheet 44 (55.100)
8	-	-	-
9	-	-	-
10	-	-	-

NOTE: For wiring color code, refer to *Electrical system - Electrical standard (55.000)*.



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Cab roof

Harness NEF engine (NEF)

Item	Connector number	Description
—	X-328-N	Between connector FPT engine
—	X-014-N	New Holland NEF control unit
—	G-001-N-D+	Alternator
—	X-075-T4-N	Between connector Tier 3 and 4 (FPT engine - New Holland NEF)
—	X-017	Earth central engine
—	X-261-N	Power outlet engine compartment (FPT engine - New Holland NEF)
—	B-024-N-1	Hydraulic temperature contact
—	B-024-N-2	Hydraulic temperature contact
—	S-004-N-1	Air filter switch
—	S-004-N-2	Air filter switch
—	X-279-N	Air conditioning compressor low pressure switch (FPT engine - New Holland NEF)
—	X-278-N	Air conditioning compressor high pressure switch (FPT engine - New Holland NEF)
—	X-277-N	Air conditioning compressor clutch (FPT engine - New Holland NEF)



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[RHM] - E1312-07-Bin extensions open, Mechanical system not responding or out of adjustment . . .	448
[RHM] - E1313-04-Throttle increase, Voltage below normal or shorted to low source	449
[RHM] - E1313-07-Throttle increase, Mechanical system not responding or out of adjustment	450
[RHM] - E1314-04-HHC setpoint 2-3, Voltage below normal or shorted to low source	451
[RHM] - E1315-04-HHC setpoint 1, Voltage below normal or shorted to low source	452
[RHM] - E1316-04-Header usage increase, Voltage below normal or shorted to low source	453
[RHM] - E1316-07-Header usage increase, Mechanical system not responding or out of adjustment	454
[RHM] - E1317-04-Header usage decrease, Voltage below normal or shorted to low source	455
[RHM] - E1317-07-Header usage decrease, Mechanical system not responding or out of adjustment	456
[RHM] - E1318-04-Vertical knives on, Voltage below normal or shorted to low source	457
[RHM] - E1319-04-PRA on, Voltage below normal or shorted to low source	458
[RHM] - E1320-02-Unload auger engage, Data erratic, intermittent or incorrect	459
[RHM] - E1320-04-Unload auger engage, Voltage below normal or shorted to low source	460
[RHM] - E1320-05-Unload auger engage, Current below normal or open circuit	462
[RHM] - E1320-07-Unload auger engage, Mechanical system not responding or out of adjustment	464
[RHM] - E1321-02-Unload tube swing in, Data erratic, intermittent or incorrect	465
[RHM] - E1321-04-Unload tube swing in, Voltage below normal or shorted to low source	466
[RHM] - E1321-05-Unload tube swing in, Current below normal or open circuit	468
[RHM] - E1321-07-Unload tube swing in, Mechanical system not responding or out of adjustment	470
[RHM] - E1322-02-Unload tube swing out, Data erratic, intermittent or incorrect	472
[RHM] - E1322-04-Unload tube swing out, Voltage below normal or shorted to low source	473
[RHM] - E1322-05-Unload tube swing out, Current below normal or open circuit	475
[RHM] - E1322-07-Unload tube swing out, Mechanical system not responding or out of adjustment	477
[RHM] - E1323-02-Lower resume, Data erratic or intermittent or incorrect	478
[RHM] - E1323-04-Lower resume, Voltage below normal or shorted to low source	479
[RHM] - E1323-05-Lower resume, Current below normal or open circuit	481
[RHM] - E1323-07-Lower resume, Mechanical system not responding or out of adjustment	483
[RHM] - E1324-02-Header raise fast, Data erratic or intermittent or incorrect	484
[RHM] - E1324-04-Header raise fast, Voltage below normal or shorted to low source	485
[RHM] - E1324-05-Header raise fast, Current below normal or open circuit	487
[RHM] - E1324-07-Header raise fast, Mechanical system not responding or out of adjustment	489
[RHM] - E1325-02-Header raise slow, Data erratic or intermittent or incorrect	490
[RHM] - E1325-04-Header raise slow, Voltage below normal or shorted to low source	491
[RHM] - E1325-05-Header raise slow, Current below normal or open circuit	493
[RHM] - E1325-07-Header raise slow, Mechanical system not responding or out of adjustment	495
[RHM] - E1326-02-Header lower fast, Data erratic or intermittent or incorrect	496
[RHM] - E1326-04-Header lower fast, Voltage below normal or shorted to low source	497
[RHM] - E1326-05-Header lower fast, Current below normal or open circuit	499
[RHM] - E1326-07-Header lower fast, Mechanical system not responding or out of adjustment	501
[RHM] - E1327-02-Header lower slow, Data erratic or intermittent or incorrect	502
[RHM] - E1327-04-Header lower slow, Voltage below normal or shorted to low source	503
[RHM] - E1327-05-Header lower slow, Current below normal or open circuit	505

B. If no **12 V** is measured, an open exists in the CM1, replace CM.

Wiring harnesses - Electrical schematic sheet 11 Power outlet distribution CM 1 (55.100.DP-C.20.E.11)

Wiring harnesses - Electrical schematic sheet 24 Valves Header (1) (55.100.DP-C.20.E.24)

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- A. If the reading indicates an open, continue with step 7.
 - B. If the reading drops to $< 0.5 \text{ V}$, an open exists in the signal wire in the FR-211 cable between **X-021-1** pin 11 and **X-004** pin E. Locate the open and repair.
7. Disconnect **X-007-2** and put a jumper wire between pin 8 and pin chassis ground.
- A. If the reading indicates an open, continue with step 8.
 - B. If the reading drops to $< 0.5 \text{ V}$, an open exists in the fuse print. Replace the fuse print.
8. Remove wire at **X-032** pin 28, insert a test wire and short it to chassis ground.
- A. If the reading indicates an open, an open exists in the CM2, replace CM.
 - B. If the reading drops to $< 0.5 \text{ V}$, an open exists in the signal wire in the RE-211 cable between **X-029** pin 28 and **X-007-2** pin 8. Locate the open and repair.

Wiring harnesses - Electrical schematic sheet 18 Controls CM 2 (2) (55.100.DP-C.20.E.18)

Wiring harnesses - Electrical schematic sheet 17 Controls CM 2 (1) (55.100.DP-C.20.E.17)

E0567-05-Steer safety valve, Current below normal or open circuit

Control Module : CM3

Cause:

The circuit is open.

Possible failure modes:

1. Valve coil wiring open.
2. Coil failure.
3. Controller internal failure.

Solution:

1. Enter the display monitor "Diagnose info" screen.
Select "traction" main menu.
Select "steer safety valve", and check current. Refer to **Instrument cluster - Detailed view (55.408)** if necessary.
The open line detection is only performed when the output is switched ON.
A minimum current of **0.5 A** is needed when the coil is powered.

Using output diagnostics, switch the output ON.
 - A. If the current remains low (**<0.5 A**), continue with step 2.
 - B. If the current is OK , the fault is intermittent, checking all possible error paths will be necessary, continue with step 2.
2. Disconnect **X-163** and check continuity using a multimeter between pin 2 and chassis ground.
 - A. If no continuity is found, an open exists in the AG-770(B) cable between **X-163** and **X-041** (central ground).
 - B. If continuity is found, continue with step 3.
3. Switch output ON and measure voltage using a multimeter between **X-163** pin 1 (CM side) and chassis ground.
 - A. If **12 V** is measured, an open exists in the coil, replace coil.
 - B. If no **12 V** is measured, continue with step 4.
4. Remove wire at **X-042** pin 6 and insert a test wire, measure voltage using a multimeter between this wire and chassis ground.
 - A. If **12 V** is measured, an open exists in the AG-771 cable between **X-042** and **X-163**. Locate the open an repair.
 - B. If no **12 V** is measured, an open exists in the CM3, replace CM.

Wiring harnesses - Electrical schematic sheet 19 Controls CM 3 (55.100.DP-C.20.E.19)

E1330-02-Reel fore slow, Data erratic or intermittent or incorrect

Control Module : RHM

Context:

The switches on the MFH are wired in a X-Y matrix, the controller puts a signal one at a time on each X line while monitoring the Y line. If the signal is found on the Y-line the controller knows which switch was pressed.

The table below describes which functions are linked to which pin in the MFH connector and on the RHM connector.

If a wiring problem is present, several switches will report a problem at the same time.

for example,

if the wire at **X-317** pin 7 is open,

7 switches will report an open line error at the same time, these are :

- Reel fore,
- Reel up,
- Reel down,
- Reel speed decrease,
- Reel Aft,
- Reel speed increase,
- Emergency.

RHM Pin		X-317 pin 7	X-317 pin 6	X-317 pin 1	X-317 pin 3
	MFH Pin	Xxxx pin 2	Xxxx pin 3	Xxxx pin 4	Xxxx pin 5
X-317 pin 5	X-318 pin 1	Reel fore	Header tilt CCW slow	Unload tube swing out	Header tilt CCW fast
X-317 pin 11	X-318 pin 2	Reel up	Header down fast	Unload tube swing out lock	Reel down fast
X-317 pin 4	X-318 pin 3	Reel down	Header up slow	Unload auger engage	Reel up fast
X-317 pin 10	X-318 pin 4	Reel speed decrease	Header up fast	Unload tube swing in	Reel fore fast
X-317 pin 9	X-318 pin 5	Reel Aft	Lower Resume	Unload tube swing in lock	Reel aft fast
X-317 pin 2	X-318 pin 6	Reel speed increase	Header tilt CW slow	Shift	Header tilt CW fast
X-317 pin 8	X-318 pin 7	Emergency	Header down slow	Drive unlock	Upper resume

Cause:

The key voltage of the RHM is too low or too high to perform a valid measurement. Check for presence of other faults and solve these first.

Wiring harnesses - Electrical schematic sheet 21 Power distribution RHM + MFH (55.100.DP-C.20.E.21)

E1541-03-Engine coolant temperature sensor, Shorted to high source

Control Module : EDC

Cause:

The engine controller connector **X900** pin 15 (PK) coolant temperature sensor signal wire has detected a high voltage.

Possible failure modes:

1. Faulty connector
2. Faulty coolant temperature sensor
3. Faulty harness
4. Faulty engine controller

NOTE: When the cause of the error code has been rectified, clear the error code and test the system for normal operation.

Solution:

1. Before proceeding, clear the error code with the approved diagnostic equipment. Run the machine under normal conditions and retest.
 - A. If the error code is not indicated, check that the system is operating correctly.
 - B. If the error code is indicated, continue to step 2.
2. Check the coolant temperature sensor connector **X908** pin 1 and the engine controller connector **X900** pin 15.
 - A. Make sure that the connectors are connected, not damaged, the pins are in the correct position and that the fit is tight. Repair or replace as required.
 - B. If the connectors are okay, continue to step 3.
3. Check the coolant temperature sensor.
 - A. Disconnect connector **X908**. Measure the resistance between the component side of the connector **X908** pins 1 and 2. If the resistance indicated is not approximately **2.5K Ω** at **20 °C**, remove and replace the coolant temperature sensor.
 - B. If the coolant temperature sensor is okay, continue to step 4.
4. Check for a short to **12 V**.
 - A. Turn the ignition key ON. Measure the voltage between connector **X908** pin 1 (PK) and ground. If the voltage indicated is greater than approximately **5 V**, repair or replace the harness as required.
 - B. If the harness is okay, download the correct level of software. If the fault recurs, remove and replace the engine controller.

Wiring harnesses - Electrical schematic sheet 14 Engine Controls (55.100.DP-C.20.E.14)

B. If resistance test was successful, reconnect valve cover connector. Proceed to step 3.

3. Operation: Injector Resistance Test ECU harness side of connector **X901** to Cylinder #2 injector.

Vehicle Status: Key Off Engine Off.

Remove ECU connector **X901** and perform an injector resistance test. Use the spade style test leads from the Tier II (NEF) Diagnostic Repair Kit # **380040185** when probing the ECU harness side of connector **X901**. Make sure that the multi-meter's test lead resistance is taken into account when resistance measurements are taken. Record the multi-meter's test lead resistance by touching the leads together on the lowest Ohms scale and mentally recording the resistance value. Subtract this value from the actual resistance measurement taken. See test table below.

Test Type	From	To	Expected Results
1. Resistance	ECU harness connector X901 pin: 11	ECU harness connector X901 pin: 6	Approx. 0.4 - 0.5 ohms

A. If resistance test was not successful, repair wiring harness between ECU harness connector **X901** and valve cover connector.

B. If resistance test was successful, proceed to step 5.

4. Operation: Standalone Injector Resistance Test.

Vehicle Status: Key Off Engine Off.

Remove valve cover from the top of the head to allow access to the internal injector wiring harness. Remove the Cylinder #2 injector connector (two flying leads with ring terminals). Perform a resistance test on the terminals located on top of the solenoid portion of the injector. Make sure that the multi-meter's test lead resistance is taken into consideration when resistance measurements are taken. Record the multi-meter's test lead resistance by touching the leads together on the lowest Ohms scale and mentally recording the resistance value. Subtract this value from the actual resistance measurement taken. See test table below.

Test Type	From	To	Expected Results
1. Resistance	Cylinder #2 injector, connector terminal #1	Cylinder #2 injector, connector terminal #2	Approx. 0.4 - 0.5 ohms

A. If resistance test was successful, repair the internal harness between the Cylinder #2 injector and the Cylinder #2 injector connector (two flying leads with ring terminals).

B. If resistance test was not successful, replace the Cylinder #2 injector.

5. Operation: Check for ECU Voltages and Ground Continuity.

Vehicle Status (when removing ECU connector **X-014-C** or **X-014-N**) Key Off Engine Off.

Vehicle Status (when performing test) Key On Engine Off.

Vehicle Status (when replacing ECU connector **X-014-C** or **X-014-N**) Key Off Engine Off.

Remove connector **X-014-C** or **X-014-N** from the ECU and check for voltage and continuity at the appropriate pins defined in the test table below. Use the **0.43 mm (0.017 in)** diameter test probes from the Tier II (NEF) Diagnostic Repair Kit # **380040185** when connecting the DMM to the ECU connector **X-014-C** or **X-014-N**. Make sure the DMM's test lead resistance is taken into account when making any continuity measurements.

Important Note: Check and verify that the Vehicle Status is correct for each operation. Potential ECU damage could result when removing and replacing main ECU connectors if this is not followed.

Test Type	From	To	Expected Results
1. Voltage	ECU connector X-014-C or X-014-N pin 2, 3, 8, 9, 40	Ground (engine block)	Approx. 12.0 volts (DC)
2. Continuity	ECU connector X-014-C or X-014-N pin 5, 6, 10, 11	Ground (engine block)	Approx. 0.0 - 0.1 ohms

A. If the voltages and ground paths are correct, proceed to step 6.

B. If the voltages and ground paths are not correct, refer to product schematic and determine root cause of power and/or continuity problem(s).

6. Operation: Re-initialize the ECU.

A. If the voltage reading is correct, continue with Step 5.

B. If the voltage reading is greater than **18.0 V**, check the wiring harness between the ECU connector to the battery for a short to high source.

5. Check the battery voltage.

Use a multimeter to measure the voltage on the battery from the positive terminal to the negative terminal.

There should be approximately **10.0 - 18.0 V**.

A. If the voltage reading is correct, the charging circuit is good. Try to update the ECU software. If the fault is still present, replace the ECU.

B. If the voltage reading is incorrect, replace the battery.

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E1842-04-UREA temperature sensor in tank, Voltage below normal or shorted to low source

Control Module : DCU

Cause:

The DCU module has detected that in the temperature sensor circuit the voltage is lower than **0.2 V** for longer than **0.5 s**. The code will heal when the voltage returns to more than **0.2 V** for at least **1 s**. Ensure all connectors are secured properly in the temperature sensor circuit, visually inspect the relevant harnesses and connectors for damage, bent or dislocated pins, corroded terminals or broken wires. Flex the harnesses involved to reveal intermittent breaks or shorts in the wiring concerned. Operate the machine while monitoring the display. Replace the sensor if no error is found in the wiring or connections.

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E0057-06-Reel fw valve, Current above normal or grounded circuit	151
E0058-05-Reel vertical valve down, Current below normal or open circuit	153
E0058-06-Reel vertical valve down, Current above normal or grounded circuit	154
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E0061-06-Feeder deblock fw valve, Current above normal or grounded circuit	160
E0062-05-Reel horizontal valve aft, Current below normal or open circuit	161
E0062-06-Reel horizontal valve aft, Current above normal or grounded circuit	163
E0063-05-Header tilt CW valve, Current below normal or open circuit	164
E0063-06-Header tilt CW valve, Current above normal or grounded circuit	166
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E0064-06-Header tilt CCW valve, Current above normal or grounded circuit	169
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E0065-06-Header up valve, Current above normal or grounded circuit	172
E0091-05-Mech reel motor, Current below normal or open circuit	173
E0091-06-Mech reel motor, Current above normal or grounded circuit	175
E0093-05-Fan motor, Current below normal or open circuit	177
E0093-06-Fan motor, Current above normal or grounded circuit	180
E0094-05-Covers actuator, Current below normal or open circuit	182
E0094-06-Covers actuator, Current above normal or grounded circuit	185
E0095-05-Smartsieve actuator, Current below normal or open circuit	187
E0095-06-Smartsieve actuator, Current above normal or grounded circuit	190
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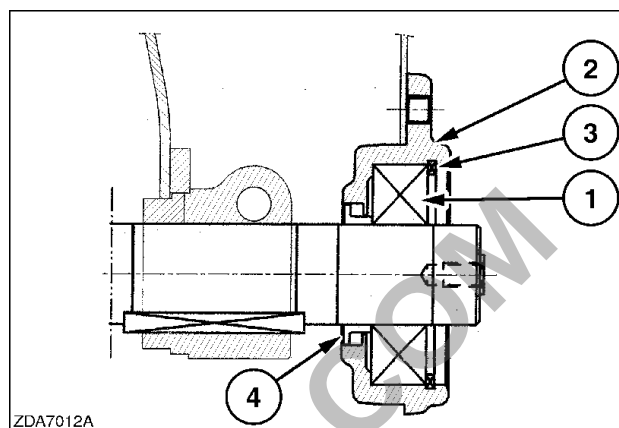
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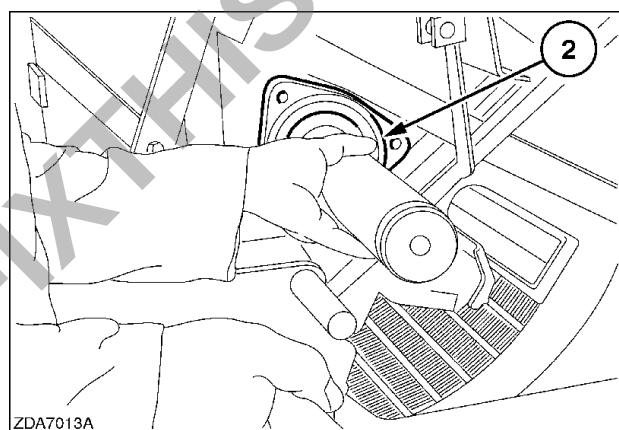
Drum shaft Left-hand bearing - Install

1. Install the bearing (1) in the bearing housing (2) with grease **NEW HOLLAND AMBRA GR 75 MD** on the spherical outer ring. Apply anti-corrosive grease to the inner ring of the bearing.
2. Install the retaining ring (3) in the bearing housing.
3. Install the ring (4) onto the shaft.



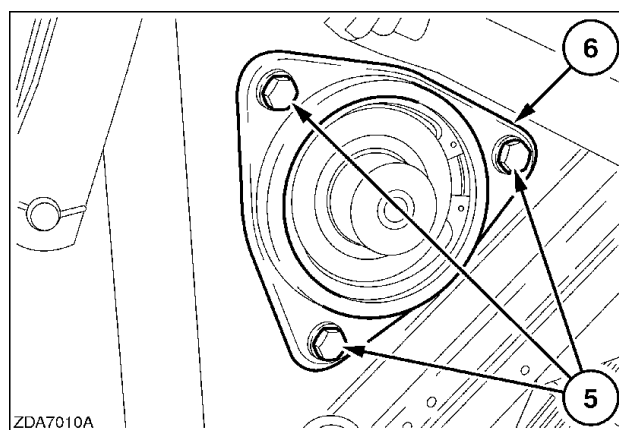
ZDA7012A 1

4. Install the bearing housing (2) onto the shaft, using a tube.



ZDA7013A 2

5. Install and tighten the three bolts (5). Apply anti-corrosive protector to the shaft end.

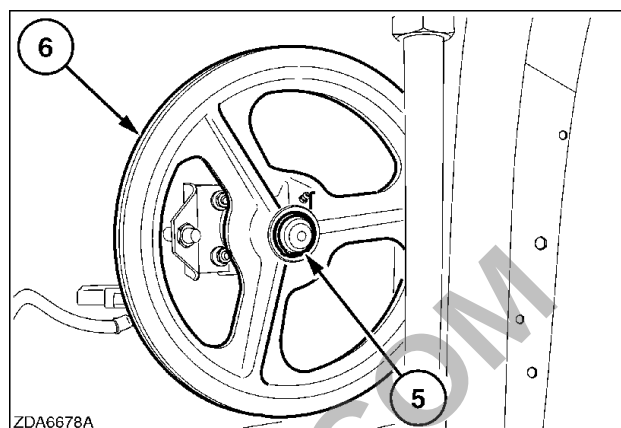


ZDA7010A 3

8. Install the pulley (6).
9. Install the retaining ring (5).

NOTE:

- The clearance between the retaining ring and the pulley (5) must be maximum **1 mm (0.04 in)**.
- Adjust the speed sensor if necessary.



ZDA6678A 7

10. Grease the bearings on both sides.

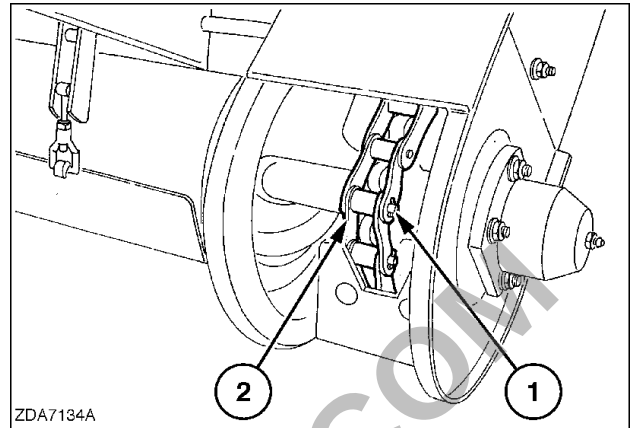
Next operation:

Install the straw walkers, refer to **Straw walker - Install (72.101)**.

Next operation:

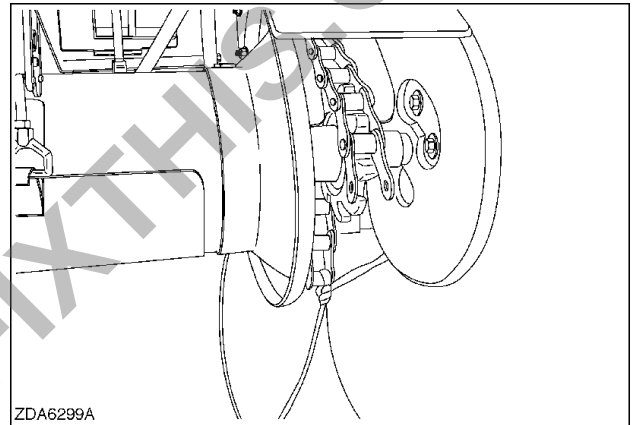
Install the straw walker drive belt and adjust as described in your Operator's Manual; "Chapter 7 - MAINTENANCE", paragraph headed: "Drive belts and chains tension".

5. To open the chain, remove the cotter pin **(1)**, to open the coupler links **(2)**.



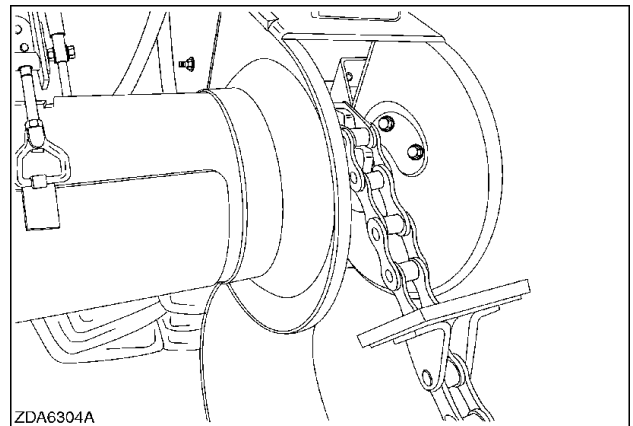
ZDA7134A 4

6. Attach a rope or fit a new chain to the lower part of the returns elevator chain.



ZDA6299A 5

7. Turn the old chain out.



ZDA6304A 6

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