SECTION 00 - GENERAL INFORMATION

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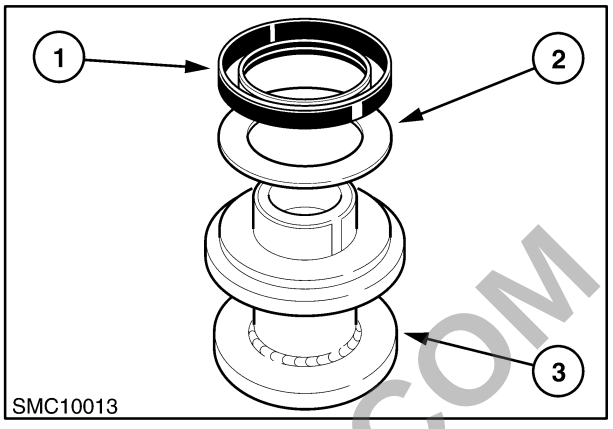
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Front Seal Installation

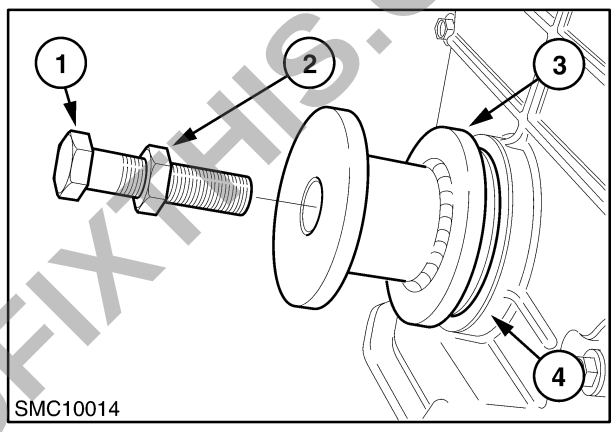
1. The front oil seal should be replaced every time the front plate is removed. Drive out the old seal using a punch taking care not to damage the front plate.
2. Thoroughly clean the mating surfaces between the cover and plate using a suitable solvent cleaner and carefully apply a thin bead, approximately 2mm, of the recommended flexible gasket sealant, Type 'L', to the front plate. Assemble the plate to the cover and tighten the retaining bolts to a torque of 37Nm, 28lbf.ft.



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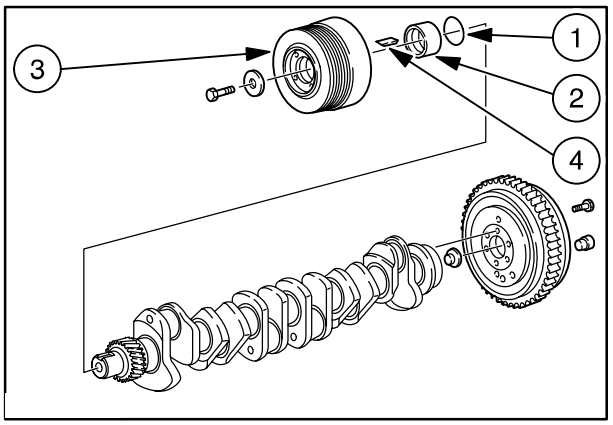
3. Lubricate the new seal (1) and place onto the seal installer tool, (3), NH.10–103, ensuring the tool shim (2) is installed.
4. Locate tool onto crankshaft. Screw bolt into end of crankshaft and slowly turn the nut to install seal. Continue turning nut until face of tool (3) **Almost Touches** face of front timing cover (4).

*Use the minimum of effort when turning nut and **DO NOT** force tool against face of front cover.*

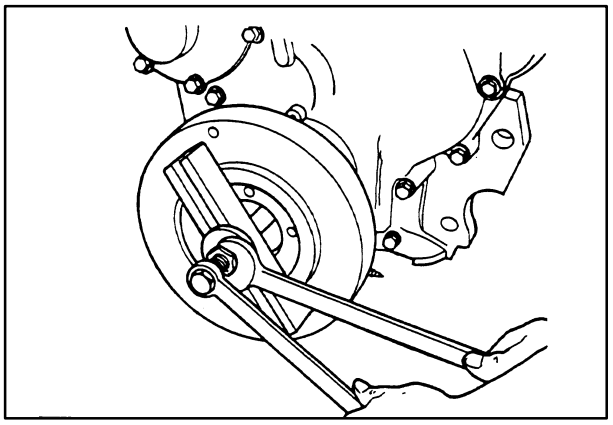


4

5. Lubricate the crankshaft, fitting a new 'O' ring(1) first, slide the pulley spacer(2) over the key(4). Place pulley(3), Figure 5, onto the crankshaft. Install tool No.938 to push the crankshaft pulley onto the crankshaft. Tighten the securing bolt to, 284Nm (210 lbf ft).

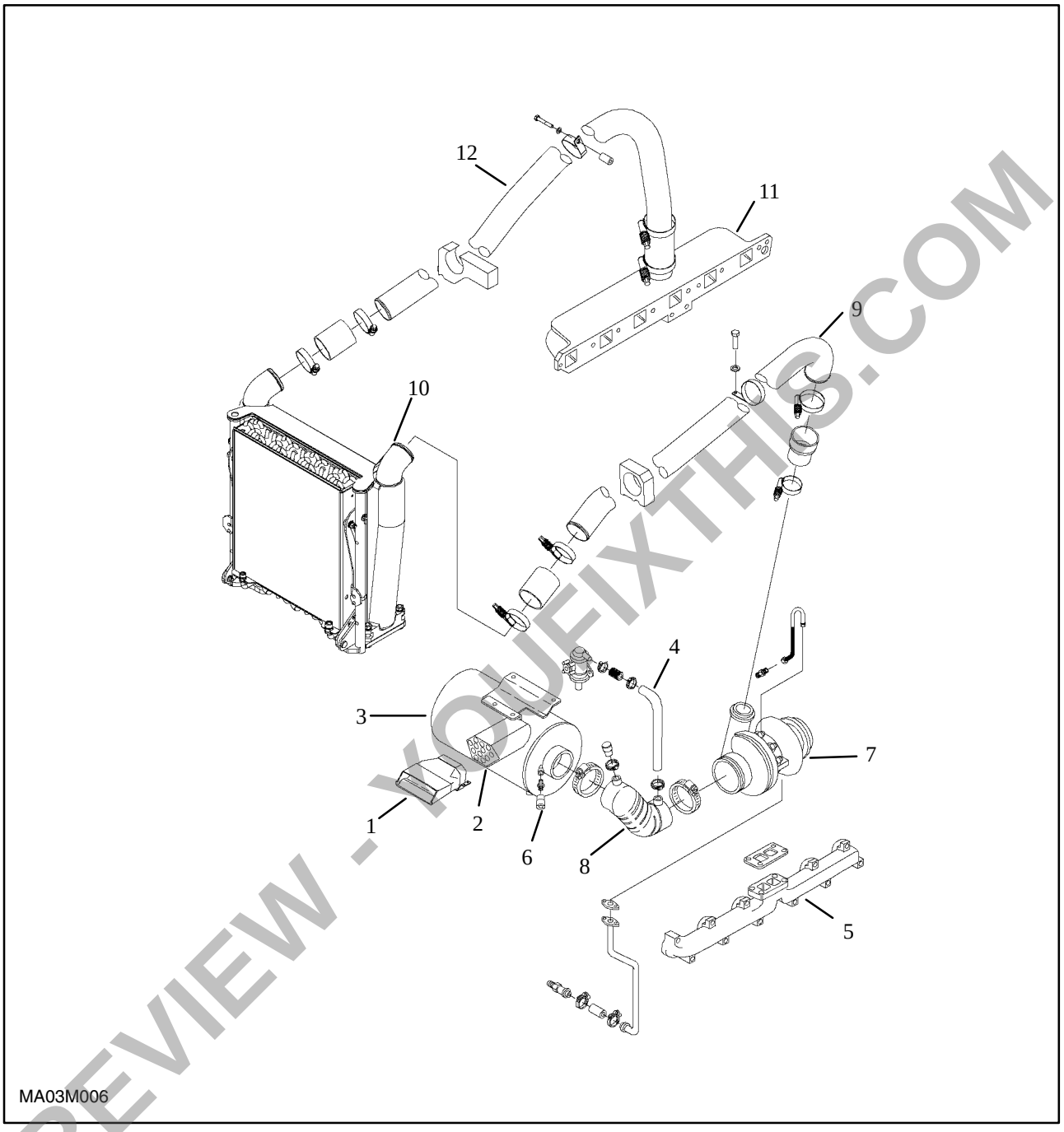


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1

1. Air induction scoop
2. Precleaner
3. Air filter housing
4. Engine crankcase ventilation filter outlet tube
5. Exhaust manifold
6. Air filter restriction switch
7. Turbocharger
8. Turbocharger intake tube
9. Turbocharger outlet tube
10. Air to air cooler
11. Intake manifold
12. Intake manifold inlet tube

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DYNAMOMETER ENGINE TESTING

If the power output of the engine is in question, the dynamometer can be used to determine if the engine is operating properly. The dynamometer should never be used to test the output of an engine that has not been properly broken in.

The most important concern when using a dynamometer is to take accurate readings. The key to accurate readings is proper setup of the dynamometer and tractor. A tractor and dynamometer that is improperly setup will produce inaccurate readings. Be sure to follow the setup procedures outlined in the dynamometer that is being used. Use the following procedure to check the maximum horsepower output on the TV145 tractors:

Tractor Preparation

1. Check that the batteries are fully charged.
2. Apply the parking brake.
3. Block the wheels for safety. Be sure all PTO shields are in place and the transmission is in neutral.
4. Check that all fluid levels in the engine and transmission are at their proper levels.
5. On used tractors, replace the inner and outer air filters. If the air filters do not need replacing, clean the outer air filter element only, do not disturb the inner element.
6. Clean dirt and debris from the A/C condenser, the oil cooler, and the radiator fins with compressed air.
7. Check the engine hood seals (stops hot engine air from recirculating into the engine) to see that they are in place and in good condition.
8. Make sure the auxiliary hydraulic system is neutral and not being used.
9. Completely lower the hydraulic lifts.
10. Switch the air conditioner and all unnecessary electrical equipment off.

NOTE: *SAE standards state that tractors over 75 hp do not use 540 rpm PTO shafts. Use 1000 rpm PTO shafts for tractors over 75 hp.*

11. Be sure a 1000 PTO shaft is in the cab end of the tractor. If necessary, refer to the operator manual for instructions on installing a PTO shaft into the tractor.

⚠ CAUTION ⚠

Be sure the area around the tractor is clear from people and objects before starting the tractor engine.

12. Start the tractor engine and let the engine run at idle. Perform the following tests/inspections to be sure the dynamometer will give an accurate engine horsepower reading.
    - Make sure that the cab end and/or engine end 3 pt hitch systems are in the neutral position and the hitches are stabilized.
    - Cycle the tractor steering and allow the steering system to return to neutral. Listen to make sure the system does not bind in a particular spot, which would cause the implement pump to activate.
    - Operate the remote control valves levers and foot pedals. Make sure the implement valves return to the neutral position.
    - Operate the FNR lever in forward and reverse. Listen to the hydrostatic pump to make sure the pump returns to the neutral position when the FNR lever is locked in neutral.
    - Increase the engine throttle to the maximum position. The engine rpm must be with in the maximum no-load rpm range listed in specifications (2370 - 2420).
    - Check the auxiliary hydraulic system, if equipped, to be sure the system returns to neutral when the system is turned off.
13. If any systems in the above tests/inspections are not operating properly, fix the system before testing the maximum engine horsepower.

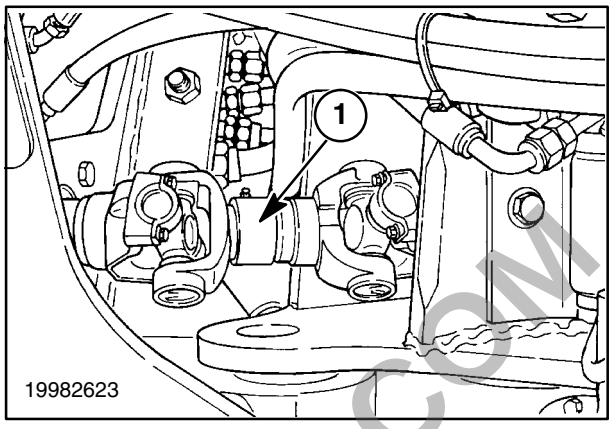
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ENGINE-END AXLE DRIVE SHAFT

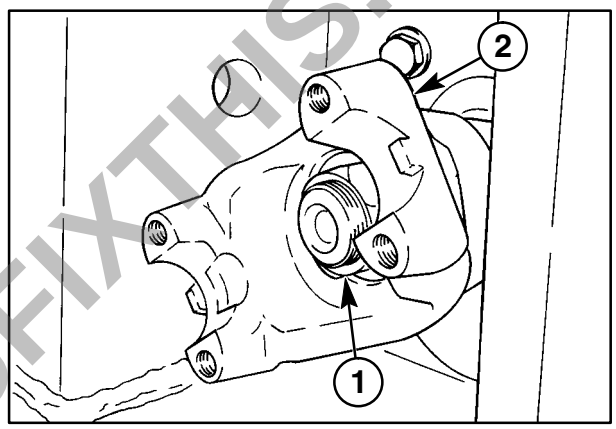
Removal

1. Remove the lower articulation joint drive shaft, refer to the Articulation Joint Drive Shafts Removal in this section.



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2. Remove the hex nut (1) securing the yoke (2) to the driveshaft and remove the yoke from the tractor.



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Range Select Power Circuit
The range switch receives power from the 5A (F22) fuse through the CM-056-OR wire to 29-J004 connector and SC-056-OR wire to the SC-291-OR wire to the P-J011 connector to FR-291-OR wire and to range switch terminal 5B.

Range 1
With the range switch in range one power is connected from switch terminal 5B to terminal 4. The current then passes through the FR-290-GY wire to terminal N terminal of connector J011 to SC-290-GY wire to terminal B7 on the EIC.

The EIC then sends signal voltage from terminal D1 through SC-37-GY to the J004 connector through CM-037-GY wire to the J002 connector through RA-37-GY wire to the A terminal on the Gear Select Solenoid at the hydrostatic motor. The solenoid is then grounded through RA-370-GYBK wire to ground.

Range 2
With range switch in range two power is connected from switch terminal 5B to terminal 1. The current then passes through the FR-288-GY wire to the J011 connector to SC-288-GY wire to terminal A7 on the EIC.

The EIC then sends signal voltage from terminal D1 through SC-37-GY to the J004 connector through CM-037-GY wire to the J002 connector through RA-37-GY wire to the A terminal on the Gear Select Solenoid at the hydrostatic motor. The solenoid is then grounded through RA-370-GYBK wire to ground.

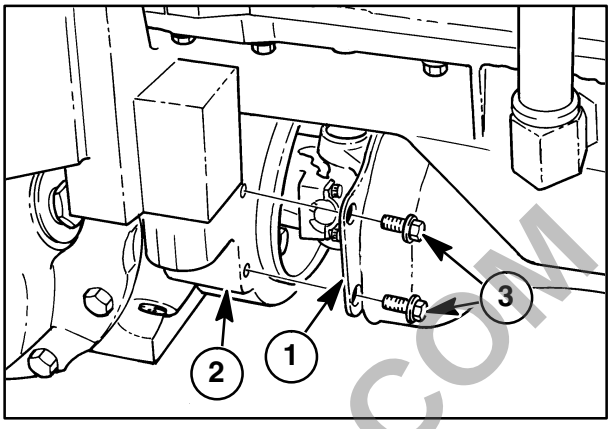
Range 3
With range switch in range three power is connected from switch terminal 58 to terminal 3. The current then passes through the FR-289-GY wire to the J011 connector to SC-289-GY wire to terminal B8 on the EIC.

The EIC then sends signal voltage from terminal D1 through SC-37-GY to the J004 connector through CM-037-GY wire to the J002 connector through RA-37-GY wire to the A terminal on the Gear Select Solenoid at the hydrostatic motor. The solenoid is then grounded through RA-370-GYBK wire to ground.

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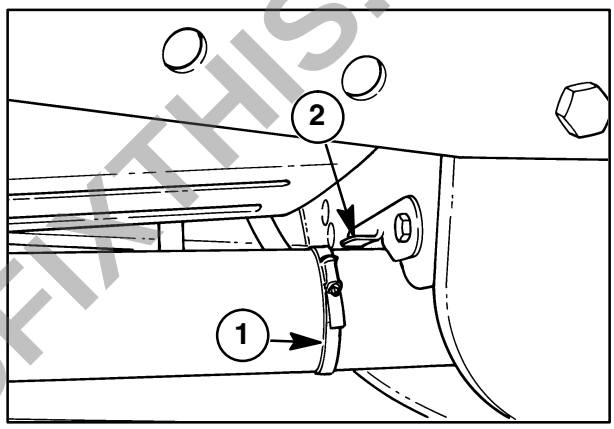
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4. Reattach the drive shaft cover, (1), to the axle housing, (2), with four bolts, (3).



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5. Slide the hose clamp, (1), over the retaining tab, (2), and tighten the clamp.

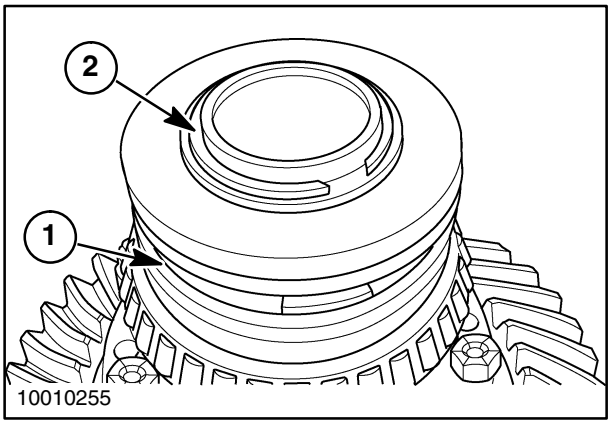


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DIFFERENTIAL DISASSEMBLY

NOTE: *Only the left trumpet housing needs to be removed to remove the differential. However, the right trumpet housing and center housing need to be removed to check the differential bearing preload. When removing both axle trumpets, remove the left trumpet axle housing first so the differential remains supported by the right sun gear and does not fall out of the center housing.*

1. Remove the left side trumpet housing and remove the differential using a long pole to support the differential if possible.
2. Compress the differential lock spring, (1), and remove the retaining ring, (2).

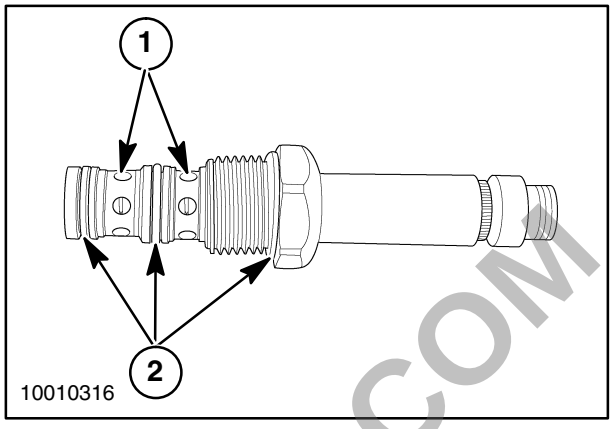


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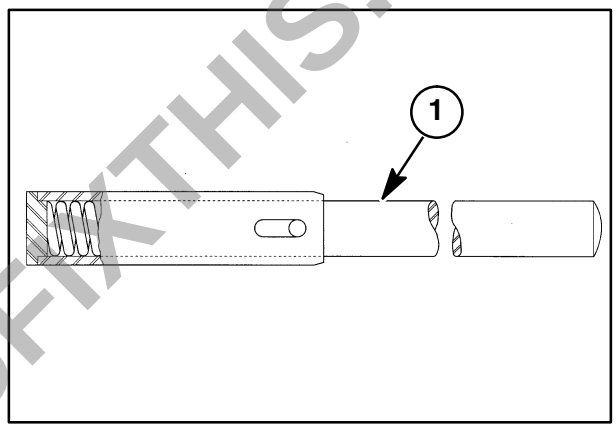
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6. Clean the inside of the valve thoroughly with a non-residue solvent. Check that the valve orifices, (1), have no debris. Replace the O rings, (2).



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7. Inspect the differential actuator rod, (1), for damage. The rod should not be bent and should slide easily in and out of the center housing.



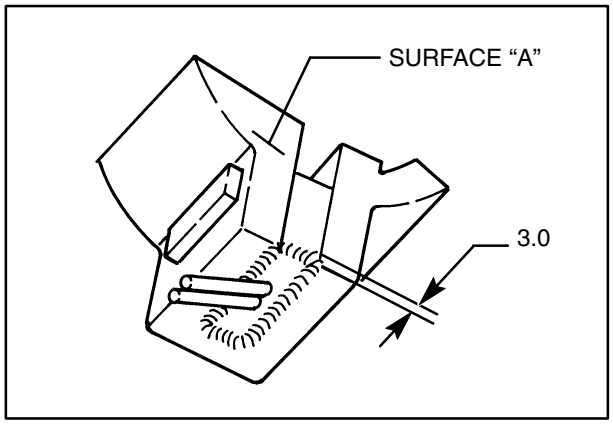
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DIFFERENTIAL LOCK REASSEMBLY

1. If the seal between the microswitch and the valve body is broken, reseal as follows:
   a. Clean off the surfaces of the valve casting. The surfaces should be free of oil, dirt or old sealant.
   b. Apply a 2.4 - 3.0 mm diameter bead of silicone sealant along each joint between the casting and the switch, including the gap between surface “A” and the front end of the switch. The silicon bead at surface “A” is to be flat with no gaps and must cover at least 3 mm of the switch face as shown.

      Approved sealants include:
      - Dow Corning Silastic 732
      - GE GRTV 1433
      - Rhosia Inc. 564

   c. Seal material may be tooled within 5 - 10 minutes after application.
   d. Allow seal to cure at room temperature for 30 - 60 minutes before assembly. Surface “A” must be free of sealant.



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Drive Gear End Float Adjustment

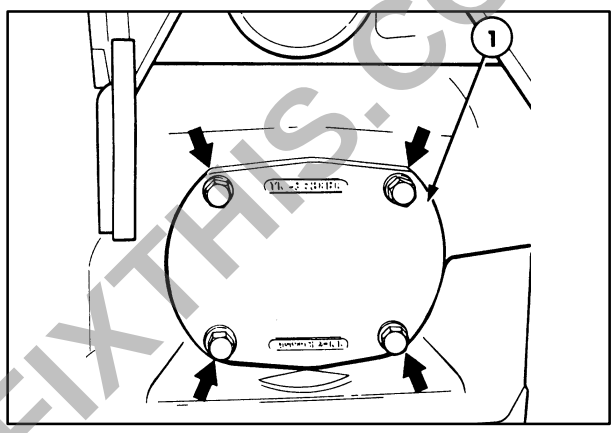
1. With the PTO drive shaft removed, install the drive gear and bearing assembly into the housing.
2. Install approximately 2.0 mm (0.080″) of shims behind the rear bearing cup. DO NOT install an O ring seal.
3. Install the bearing retainer (1) and tighten the bolts just enough to make sure the bearings are seated.
4. Measure the gap at the points shown and average the readings. (Measure the gap at 4 points, add the readings, then divide by 4 to get the average.)
5. Use the following example to calculate the shim thickness required to reach 0.10 mm (0.004 inch) end float. This example assumes that, with 2.0 mm (0.080 inch) of shims, there is an average gap of 0.36 mm (0.014 inch), which means a required shim thickness of 1.57 mm (0.062 inch).

Shims installed:	2.03 mm
Subtract (-) Average gap:	– 0.36 mm
	1.67 mm
Subtract (-) End float:	– 0.010 mm
	1.57 mm

   The calculated shim stack thickness for this example is 1.57 mm.

Shims installed:	0.080 inch
Subtract (-) Average gap:	– 0.014 inch
	0.066 inch
Subtract (-) End float:	– 0.004 inch
	0.062 inch

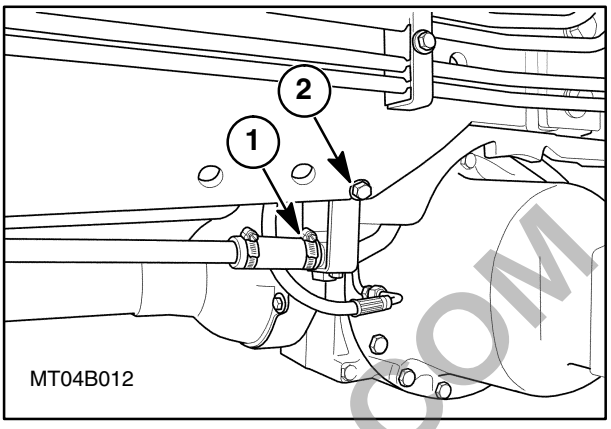
   The calculated shim stack thickness for this example is 0.062 inch.
6. Replace the 2.0 mm (0.080 inch) stack of shims behind the bearing cup with the calculated shim stack thickness.
7. If the PTO drive shaft has not been replaced, install the PTO drive shaft with the original shims removed during disassembly then proceed to Step 8. If the PTO drive shaft has been replaced, perform the PTO Drive Shaft End Float Adjustment procedure.
8. Lubricate and place a new O ring seal on the bearing retainer (1).
9. Install the bearing retainer (1) and torque the bolts to 57 N·m (42 ft.-lbs.).



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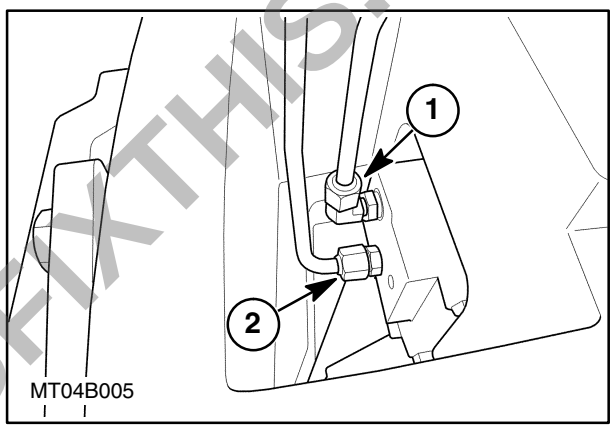
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39. Tighten the hose clamp (1) and hose mounting bracket bolt (2).



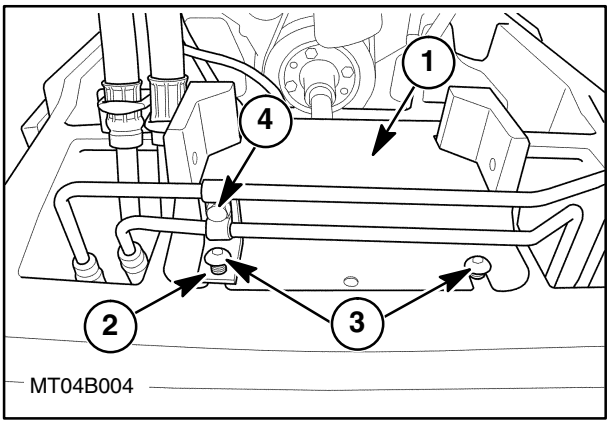
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40. Install the lube supply (1) and air supply (2) lines on the LH side of the gearbox.



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41. Install the middle shield (1), the tube clamp bracket (2) and two mounting screws (3). Do not tighten the screws (3). Install and tighten the tube clamp (4) as shown.

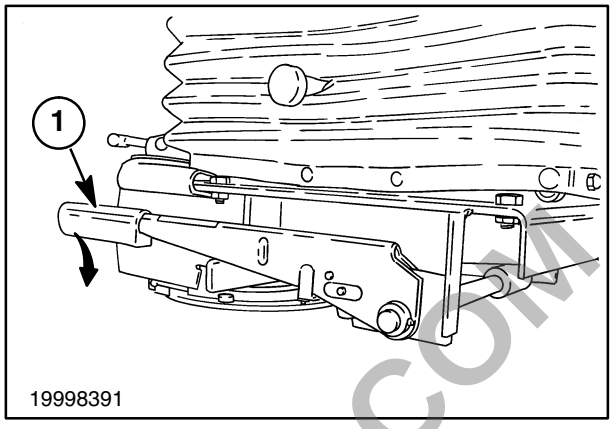


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3. Release the park brake lever (1) in the cab of the tractor so the lever is fully down.

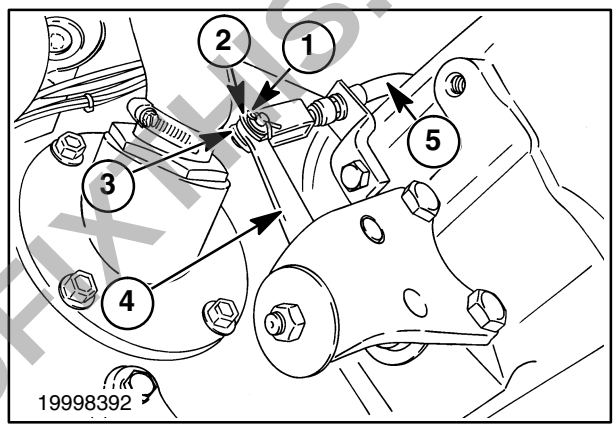


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4. From underneath the tractor, locate the hand brake actuator linkage on the left front side of the cab end axle.

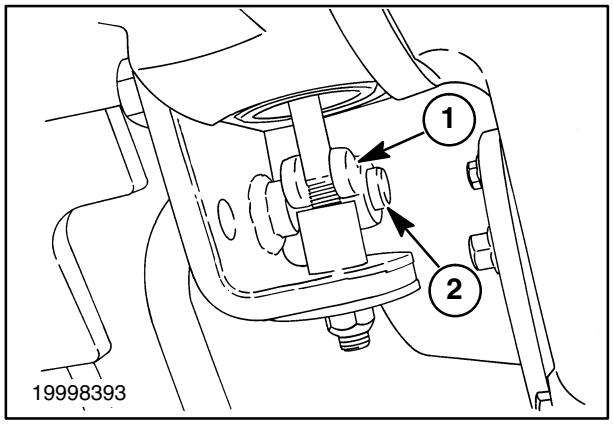
NOTE: *Tractors that are equipped with a cab end belly pan will require the belly pan sides to be opened one side at a time.*

5. Remove the cotter pin (1) washer (2) and clevis pin (3) from the pivot fork (4) of the actuator rod linkage. This will disconnect the secondary park brake cables (5) from the pivot fork.



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6. Check the actuator shaft pivot fork (1) to be certain it moves freely on the pivot shaft (2) of the bracket. Lubricate the fork pivot if necessary.



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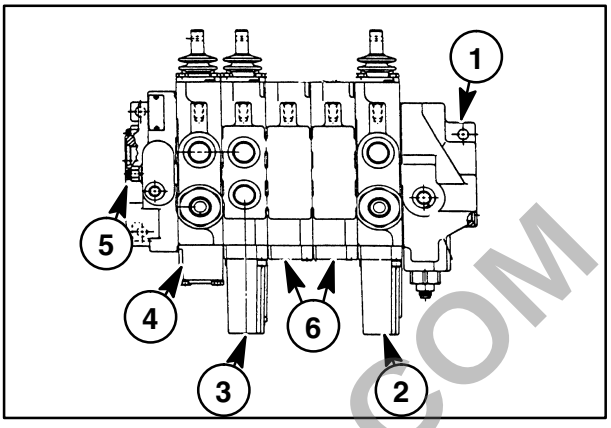
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Implement Valves

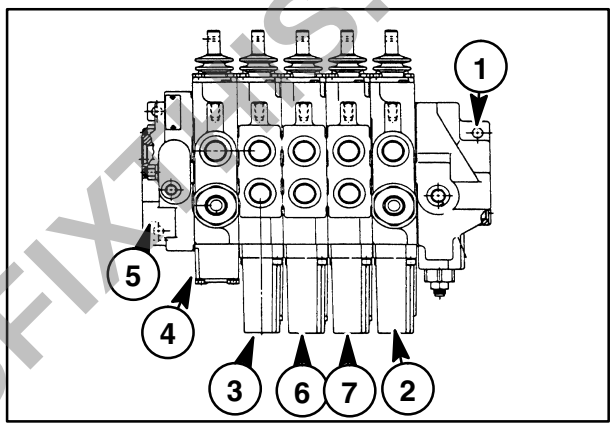
1. Steering priority valve (inlet section)
2. Tan (detent) valve section
3. Blue (float) valve section
4. Green (standard) valve section
5. End cap (outlet)
6. Blank valve sections

The implement valve assembly is mounted to the centre rear axle just behind the cab. The tractor comes standard with three valve sections to supply the cab-end remote valve couplers.



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1. Steering priority valve
2. Tan (detent) valve section
3. Blue (float) valve section
4. Green (standard) valve section
5. End cap
6. Grey (float) valve section
7. Black (float) valve section



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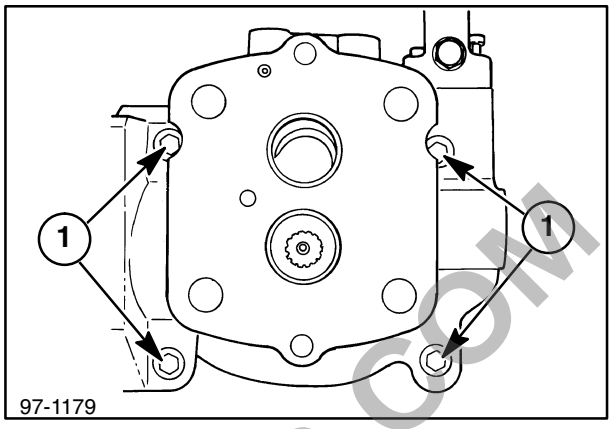
Two additional valve sections are available as an option to supply two sets of engine-end remote couplers. The two engine-end valves (if equipped) are installed in place of the two blank valve sections in the standard implement valve assembly. Each valve section is independent from the next. The valve sections are joined together by through bolts that pass through all sections of the assembly. This is referred to as a “sectional” valve assembly.

The spools of the implement valves are operated mechanically by either levers or pedals in the cab. The levers are colour coded to identify each valve, as are the remote valve couplers for each valve.

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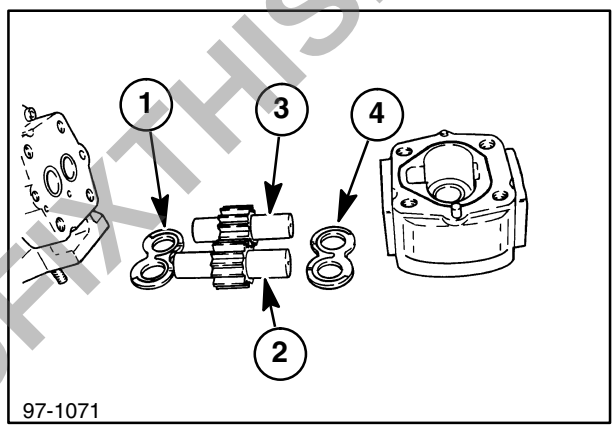
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7. Torque the cap screws (1) to 50 - 62 N·m (37 - 46 ft.-lbs.).



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8. Install the rear bearing block and seals (4) in the pump body.
9. Install the drive and driven gears (2) (3) in the pump body.
10. Install the front bearing block and seals (1).



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3/4″ Coupler Return Line

Removal

1. Park the tractor on a level surface, set the parking brake and install the articulation lock pin.
2. Disconnect the negative battery cables as detailed in Section 55 - Electrical of the repair manual.

⚠ WARNING ⚠

Tractor wheels are very heavy. Handle with care, when stored, so they cannot fall and cause personal injury.

3. Properly support the cab end of the tractor and using a suitable lifting devise remove the left cab end wheel from the tractor.

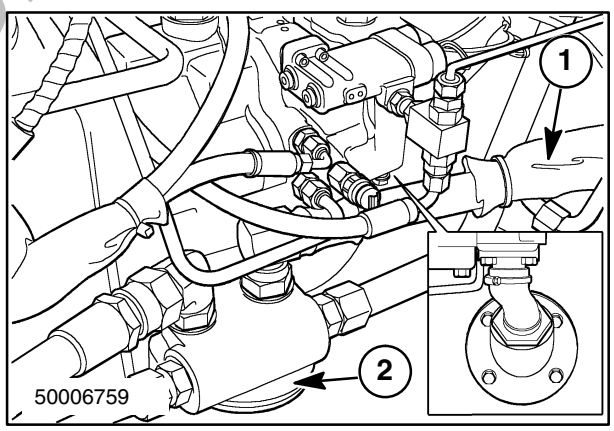
⚠ WARNING ⚠

Do not work under a raised tractor unless the frame is securely supported with adequate stands and articulation lock pin installed. Do not rely only on the jack or hoist to support the tractor.

NOTE: *Place a container under the charge pressure filter housing to capture the hydraulic oil from the coupler return line.*

4. Disconnect the coupler return line (1) from the charge pressure filter housing (2).

NOTE: *Place a container under the 3/4″ couplers to capture the hydraulic oil from the return line.*



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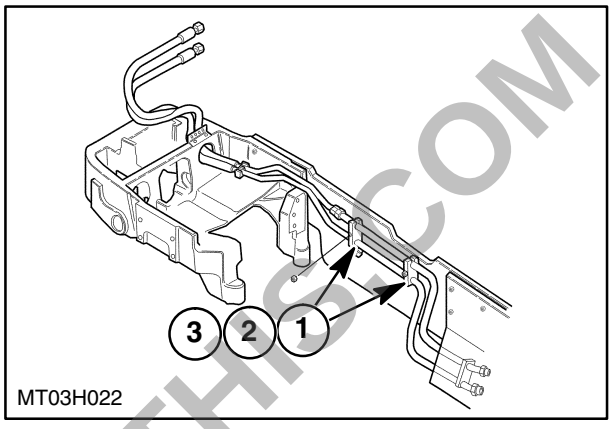
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Installation

1. Install the pressure and return tube/hose assemblies in the tractor.

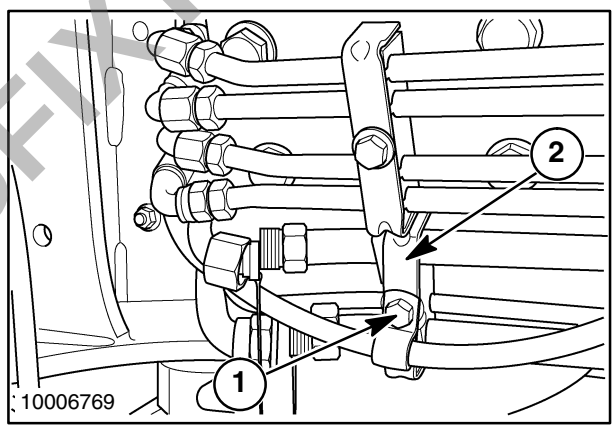
NOTE: *The steel tubes must be installed in the same locations as removed.*

2. Install the tube/hose assemblies rubber blocks (1) and attach the retention plate (2), with M12 cap screws, washers, and nuts (3). Tighten the hardware securely.



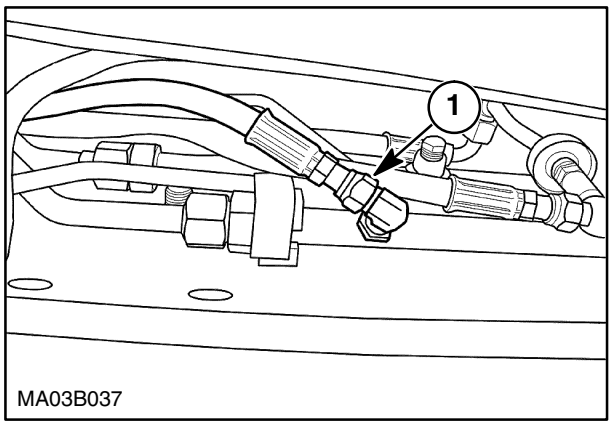
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3. Install the steel tubes in the rear rubber block and attach the retention plate (2) with M12 cap screw (1) washer, and nut. Tighten the hardware securely.



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4. If equipped, install the engine end PTO lube motor supply hose (1) on the oil cooler return hose.



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ADJUSTMENTS
(For Version 3.8 Software)

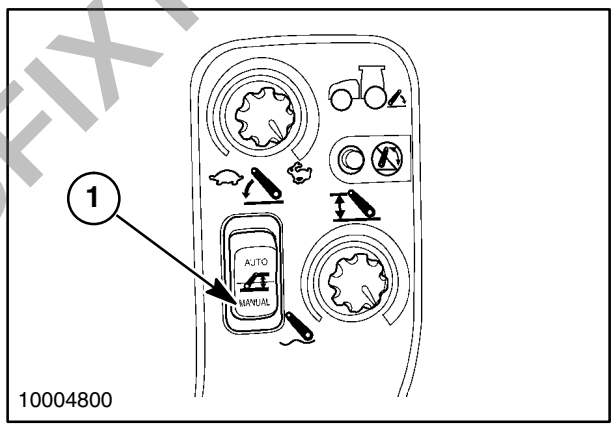
Set the maximum and minimum three-point hitch position limits in calibration mode. The calibration settings should be performed by service personnel only, refer to the Calibration Mode procedure in this section.

Set the upper travel limits of the three-point hitch during the Upper Limit Operating Set Point Adjustment procedure, refer to the Upper Limit Operating Set Point Adjustment procedure in this section.

CALIBRATION MODE

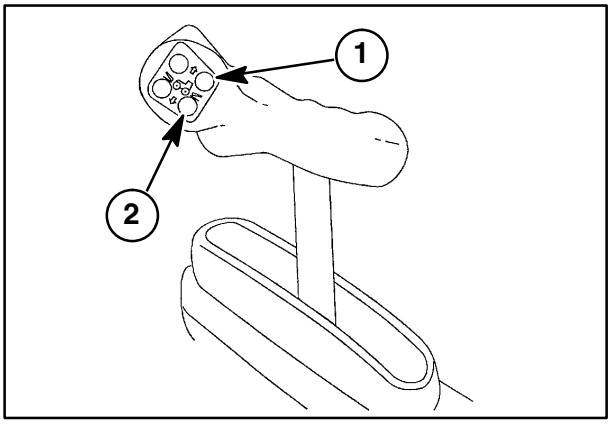
Upper and Lower Limit Calibration Settings

1. Enter “Calibration” mode by placing the AUTO/MANUAL switch (1) in the MANUAL position.



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2. For one second, hold down both the Raise (1) and Lower (2) push buttons on the FNR lever, and turning the ignition switch to the “Run” position.



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NEUTRAL – AUTOMATIC MODE

When the three-point hitch is in the neutral – automatic mode of operation, the following criteria are met:

- Ignition switch in the “ON” position.
- Engine is running and the hydraulic pump is supplying oil to the hydraulic system.
- The Auto/Manual switch is in the automatic position.
- Status light is illuminated until the three-point hitch has been captured.
- The lift arms are stationary.

To capture the three-point hitch, the operator must rotate the Depth Control Potentiometer clockwise and counter-clockwise to locate the Feedback Potentiometer position, when the positions match the status light will shut-off.

With the engine running power is supplied from the battery to 15-amp fuse F-08 to relay A4/30 through wire CM-273-RD. Power from the battery is also supplied to 15-amp fuse F-15 throught wire CM–142–RD. Power flows through fuse F–15 to connector J004/27 through wire CM-076-RD. Power flows through connector J004/27 to terminal 1 on the Ignition Switch through wire SC-076-RD.

Power flows out of the Ignition Switch through terminal 3 through wire SC-062-OR to connector J003/15. Power flows out connector J003/15 through wire CM-062-OR to terminal 86 on relay A4.

Power flows out relay A4 through terminal 85 and grounds through wire CM-241-BK.

Relay A4 is activated and power flows out terminal 87 to fuse F-22 through wire CM-261-OR. Power then flows from fuse F-22 to fuse F-23 through wire CM-262-OR. Current flows from fuse F-23 to a splice through wire CM-394-OR. From the splice power is sent to pin 1 on the control module through wire CM-227-OR, to pin 3 through wire CM–063–OR and to terminal 5B on the Auto/Manual switch through wire CM-423-VI.

Power is routed through the automatic lamp in the Auto/Manual switch and out terminal 9. Power flows from terminal 9 on the Auto/Manual switch to terminal 10 through wire CM-425-BK, and to a six way splice through wire CM-424-BK and grounds through wire CM-216-VI spliced into wire CM-437-BK.

Power flows from pin 15 on the control module to a five way splice through wire CM-215. Power from the splice flows to:

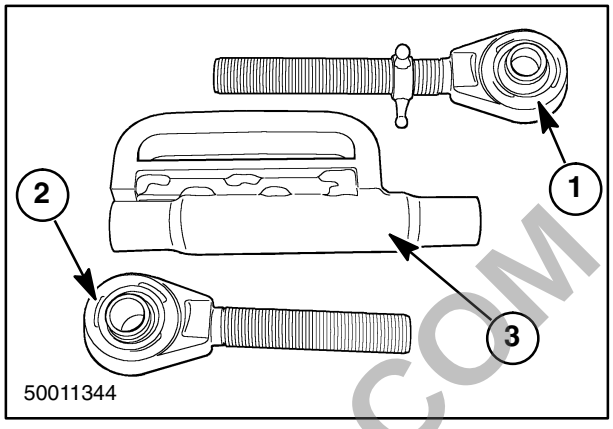
1. Terminal 2B in the Auto/Manual switch through wire CM-422–VI, then flows to terminal 3, from terminal 3 to pin 14 on the control module through wire CM-051–VI. Power to the auto indicator lamp comes from pin 17 through wire CM-235–VI illuminating the lamp. The auto indicator lamp will stay illuminated until the depth control potentiometer matches the feedback potentiometer.
2. Connector J003/4 through wire CM-055-VI to connector J011/F through wire SC-055-PK. Power from connector J011/F to the FNR handle Raise/Lower Switch flows through wire FR-055-PK.
3. Connector J002/21 through wire CM-111-PK to terminal 1 on the Feedback Potentiometer R–09 through wire CH-111-PK and stops until a command is given.
4. Depth Control Potentiometer R–10 terminal A through wire CM-229-PK and stops until a command is given.
5. Lowering Rate Potentiometer R–11 terminal A through wire CM-230-PK and stops until a command is given.

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Inspection

1. Inspect the upper link (1) and lower link (2) for damaged threads or bending.
2. Inspect the center tube (3) for stripped threads or cracks.



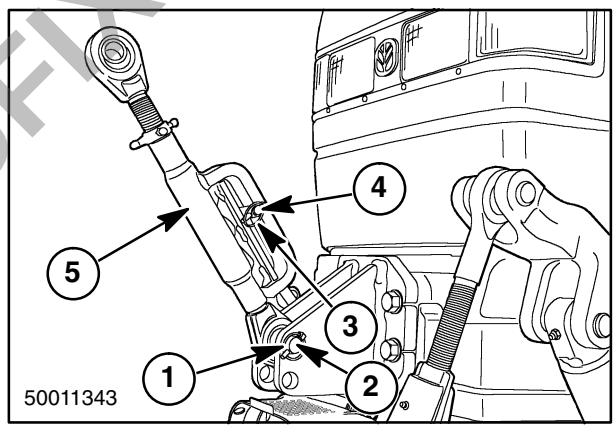
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Reassembly

1. Clean all components and apply antiseize compound to the threads of the upper link (1) and lower link (2).
2. Install the upper link (1) and lower link (2) into the center tube (3).

Installation

1. Install the center link (5) on the tractor.
2. Install pin and ring assembly (3) in the top link support (4).
3. Install the pin (2) and ring assembly (1) into the center link bracket.

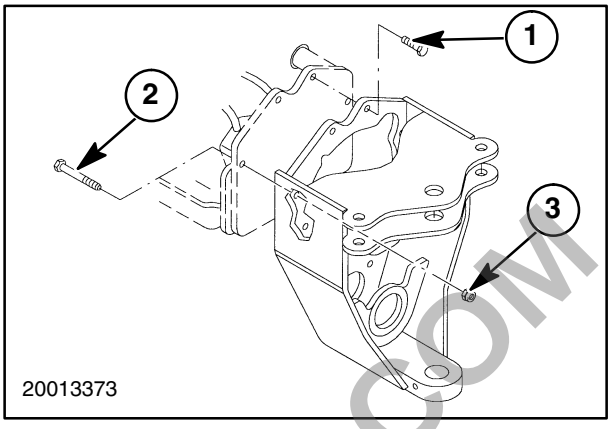


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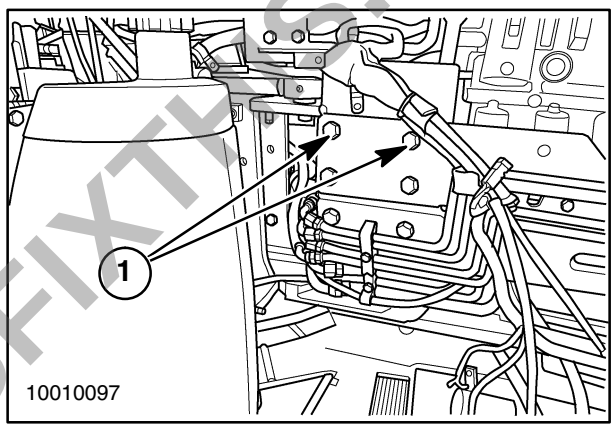
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23. Remove the two M20 X 50 screws (1) from the top of the front frame.
24. Remove the four M16 X 80 screws (2) and nuts (3) connecting the front frame to the engine.



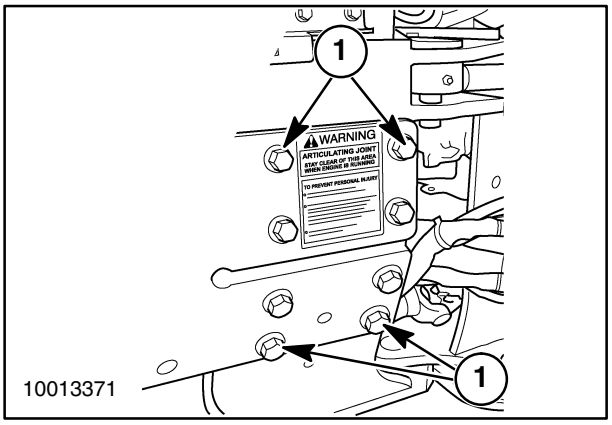
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25. Remove the eight M20 X 60 bolts (1) washers, and nuts from the right-hand side of the tractor.



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26. Remove the eight M20 X 60 bolts (1) washers, and nuts from the left-hand side of the tractor.
27. Remove the front frame from the tractor.



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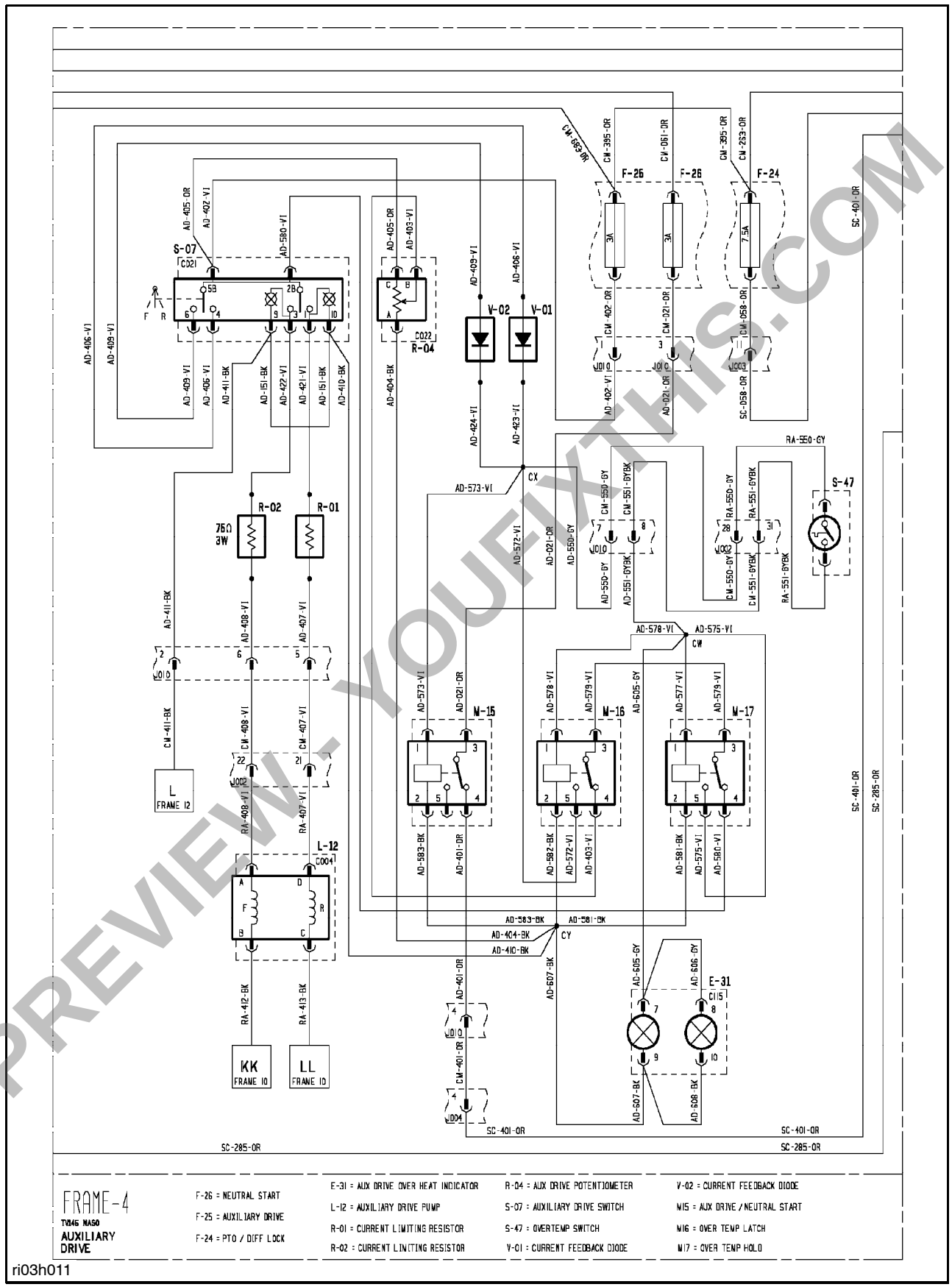
Both compressor and blower do not operate - switched power.

Steps and Test Point	Corrective Action
NOTE: *Always inspect connectors for damage, loose, bent or dislocated pins or improper seating while troubleshooting.*	
1. Keyswitch ON, blower control on High, temperature control fully counterclockwise, recirculation control fully clockwise. Is 12V present at fuse F4?	YES - Go to next Step. NO - Locate open condition between fuse F4 and fuse F15 and repair.
2. Is fuse F4 blown?	YES - Replace fuse and test the blower motor. Go to "Blower Circuit Test." ***NOTE:*** *The blower motor is the only device in this circuit which draws enough amperage to blow fuse F4 with a short circuit.* NO - Go to next Step.
3. Is 12V present at terminal 86 of the HVAC relay (A1)?	YES - Go to next Step. NO - Locate and repair open condition between terminal 86 of the relay and terminal 3 of the keyswitch. **D204599 and Above:** Check CM-257-WH to CM-065-OR, through connector J3 on pin 18, to keyswitch at terminal 3 on SC-065-OR. **D204598 and Below:** Check CM-257-WH to CM-065-OR, through connector J3 on pin GG, to keyswitch at terminal 3 on SC-065-OR.
4. Is 12V present on terminal 30 at the relay?	YES - Go to next Step. NO - Locate and repair open condition between terminal 30 and fuse F4 on CM-275-RD.
5. Keyswitch OFF. Disconnect the relay from the panel. Supply independent 12V to terminal 86 and ground to terminal 85 on the relay. Can you hear the relay engage when power is applied?	YES - Go to next Step. NO - Replace the relay.
6. Check ground at terminal 85 of relay. Less than 1 ohm?	YES - Go to next Step. NO - Locate open condition in ground and repair.
7. Keyswitch ON with same control settings in Step 1. Is 12V present at terminal B of the blower speed control (S-45)?	YES - Go to next Step. NO - Locate and repair open condition on CM-171-GR between terminal 87 on the relay and terminal B on the switch.
8. Test blower control. With 12V at terminal B, there must be 12V at terminals L, M and R as the switch is turned, and 12V at terminal C in all three positions. Is 12V present at terminals indicated?	YES - Switched power tests okay. NO - Replace switch. Retry the unit.

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Starting System Operation (Frame 4 of 5)



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CAB-END 3-POINT LIFT (HPL)

Figures 85 through 88

The cab-end 3-point lift (HPL) circuit gets power from the main bus through fuse F-08 and the ignition power relay A-4. (frame 8)

To energize relay A-4, the key switch S-05 must be in the ON or START position. Power then flows from the main bus through fuse F-15 and the closed contacts of the key switch to energize the coil of relay A-4.

When relay A-4 is energized, power flows from the main bus through fuse F-08, the closed contacts of relay A-4, over to the top of F-22 back across to Frame 7 and through fuse F-23 to both HPL modules.

The HPL module controls the position of the 3-point lift according to the command inputs to the module. There is no automatic draft control or float mode.

Push-button switches, S-14, on the FNR lever are used to select the working position of the 3-point hitch. Push-button switches on the fenders are for manually raising or lowering the 3-point hitch arms to allow easier hook-up of equipment. A switch, S-13, on the pillar is used to select either manual or automatic mode of operation.

Potentiometer R-06 is used to determine the position of the 3-point hitch arms. Potentiometer R-07 is used to command the position of the hitch arms in normal automatic mode and potentiometer R-08 is used to set the lowering rate of the hitch arms in automatic mode.

Label Key

Label	Component
A-4	Ignition Power Relay
E-26	CE Auto Indicator Lamp
F-08	Ignition Power Fuse
F-15	Ignition Switch Fuse
F-22	Module Switched Power Fuse
F-23	HPL Module Fuse
L-01	CE HPL Raise Solenoid
L-02	CE HPL Lower Solenoid
N-04	CE Wiper Motor
R-06	CE HPL Feedback Potentiometer
R-07	CE HPL Position Potentiometer
R-08	CE HPL Lower Rate Potentiometer
S-05	Ignition Switch
S-13	CE Auto/Man Switch
S-14	CE Raise/Lower Switch
S-17	CE LH Fender Switch
S-18	CE RH Fender Switch

(1) Right Hand B Pillar Ground
(2) Left Hand B Pillar Ground
(3) Lower Cab/Rear Frame Ground
(4) Rear Frame/Engine Ground
(5) Rear Axle Ground
(6) Engine/Hood Ground

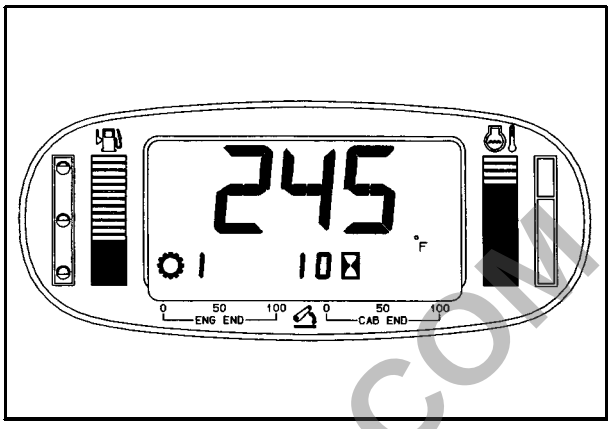
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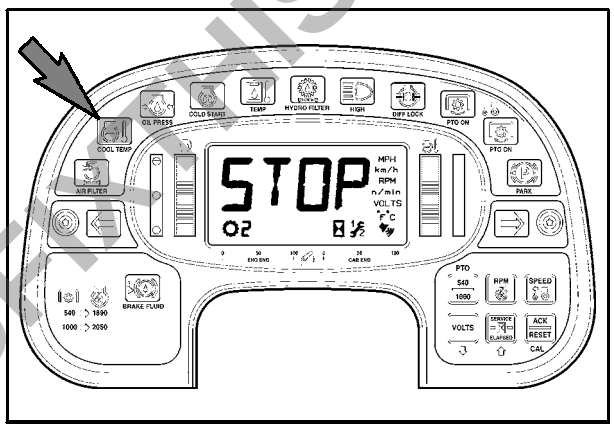
Engine Coolant Temperature (High)
The EIC will provide visual and audible warnings if the coolant temperature enters the red (critical) area of the bar graph. Failure to correct the overheating concern may damage or fail the engine. The following table provides the alarm sequence that occurs as coolant temperature rises into the red (critical) area of the bar graph while the engine is running.

Time Elapsed	Indication
0 seconds	Bar graph display enters red critical area. Engine coolant temperature light on, Coolant temperature displayed, °C or °F symbol flashes.
10 seconds	The display will flash 118° or 245°)
20 seconds	Audible alarm beeps, word “STOP” displayed steady, all symbols related to control pad switches displayed and any numerical display in lower portion of monitor will be off. Tractor engine will stop.

NOTE: *Pressing the ACK/RESET switch during the 20 second “STOP” alarm will allow the operator to stop tractor operation while the engine keeps running, allowing the engine to cool down to the safe operating range.*



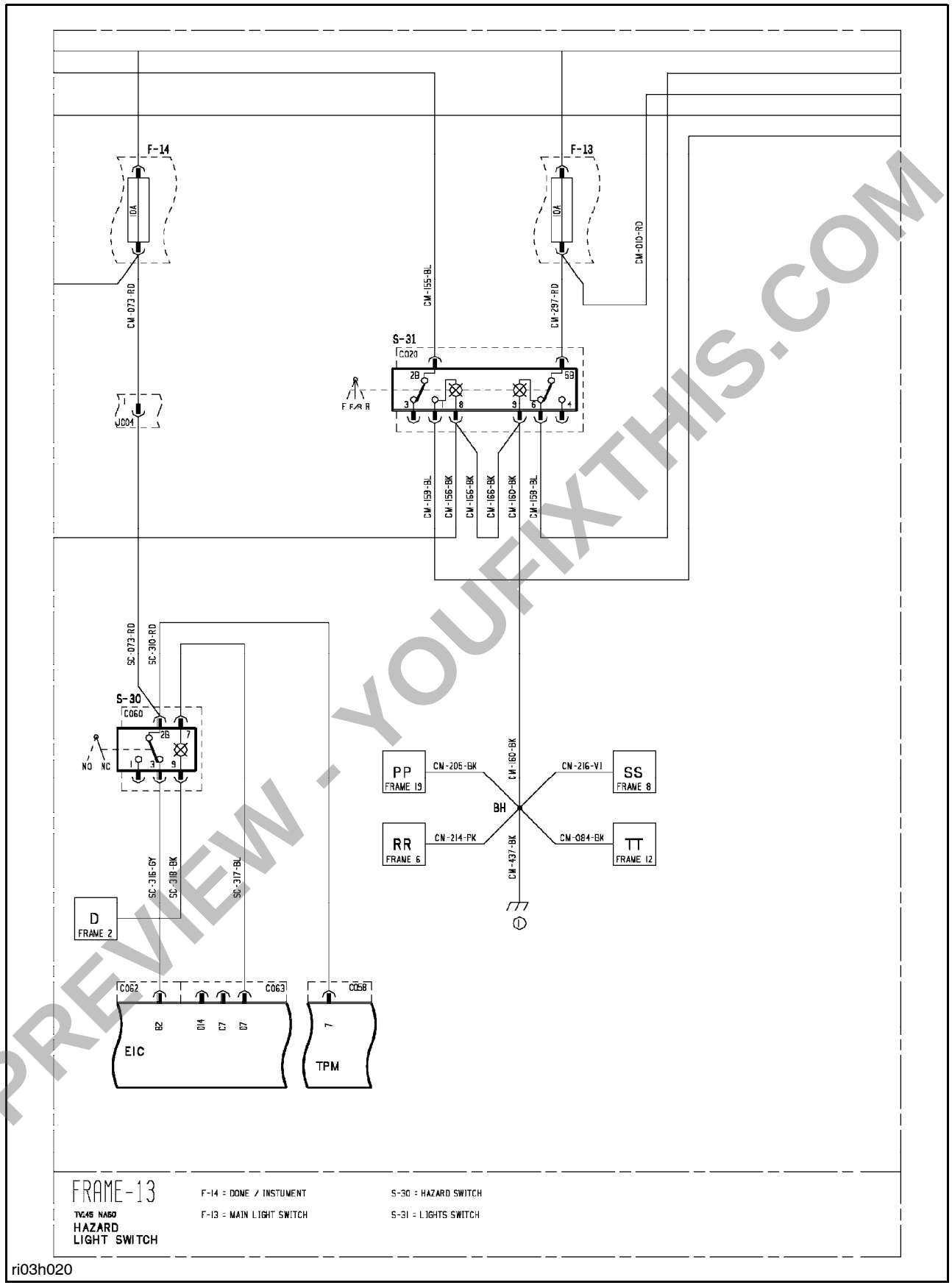
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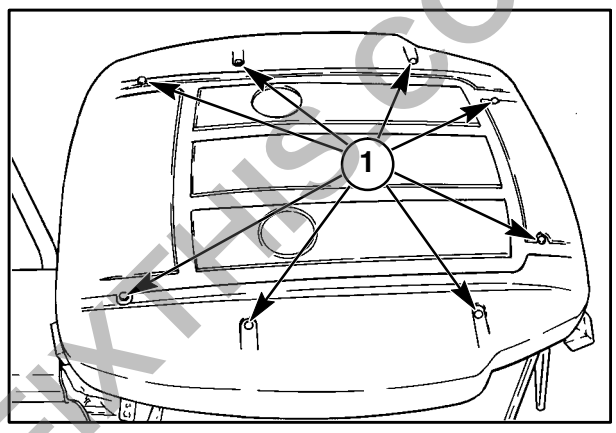
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WINDSHIELD WIPER MOTOR

CAB END

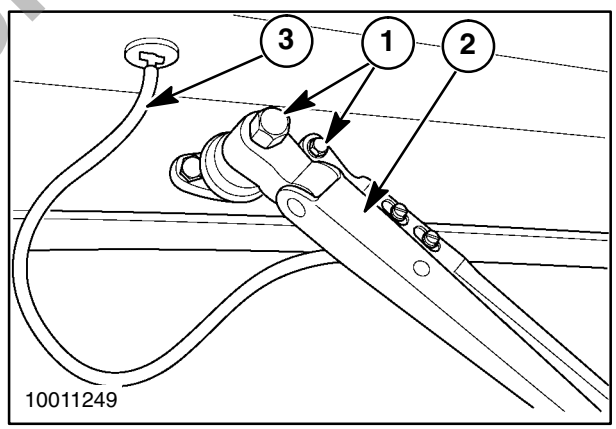
Removal

1. Park the tractor on a level surface, set the parking brake, and remove the keys from the ignition.
2. Disconnect the negative battery cables as detailed in Section 55 - Electrical.
3. Remove the eight M10 x 30 bolts (1) from the cab roof.
4. Raise the back of the cab roof and push it to the front of the tractor, approximately 30 cm (1 foot).



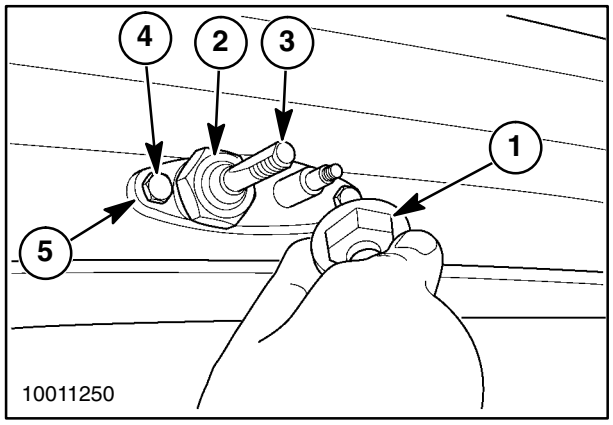
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5. Remove the acorn nuts (1) and washers from the wiper arm (2).
6. Remove the window washer hose (3) from the cab.
7. Remove the wiper arm (2) from the tractor.



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8. Remove the 72 tooth knurled driver and rubber cap (1) from the windshield wiper motor assembly shaft (3).
9. Remove the nut (2) from the windshield wiper motor assembly shaft (3).
10. Remove the two 1/4 x 1–3/4 inch bolts (4) from the adapter (5).



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