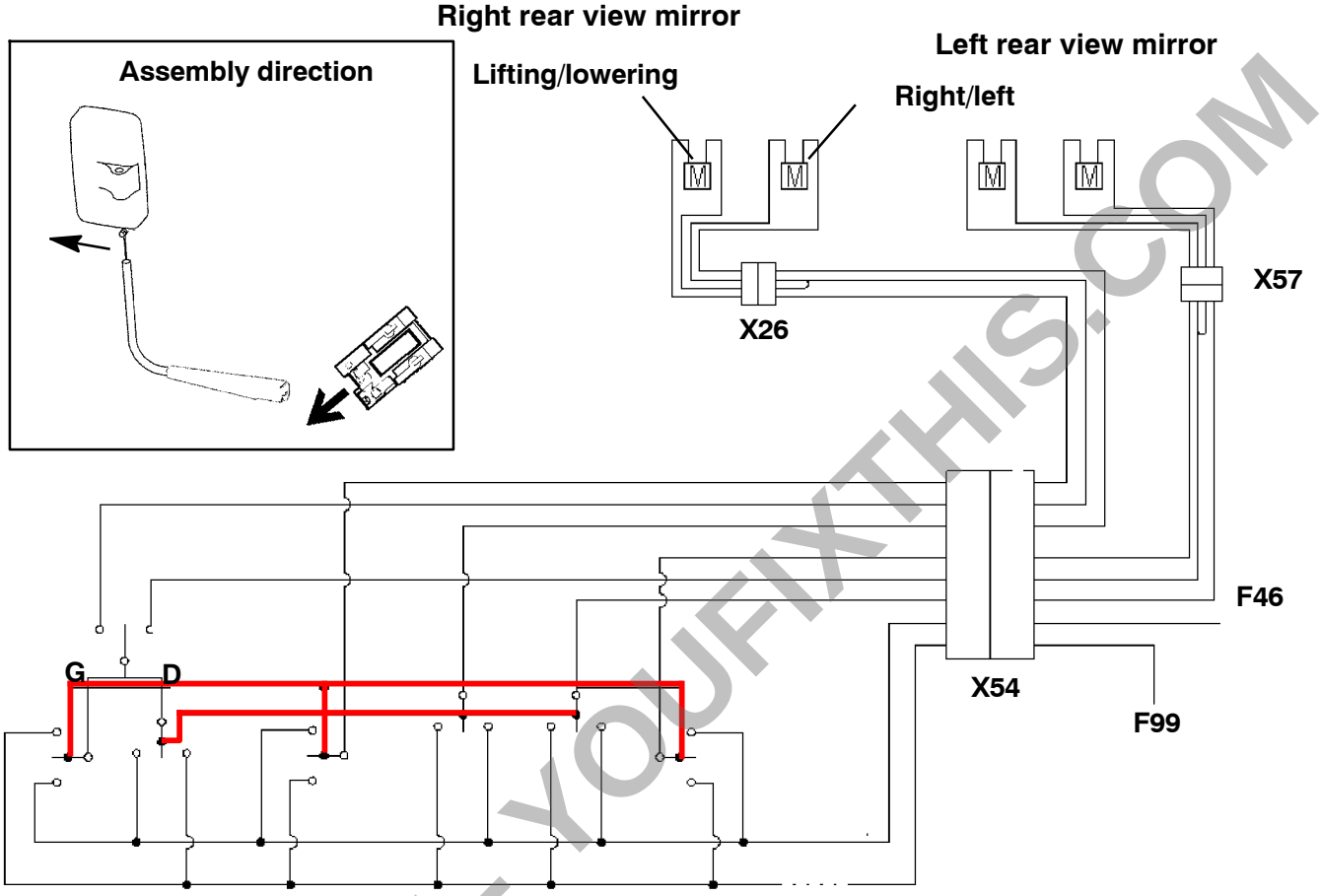
REAR VIEW MIRROR CONTROL WIRING DIAGRAM



Colour Code

- 0 = Black
- 1 = Brown
- 2 = Red
- 3 = Orange
- 4 = Yellow
- 5 = Green
- 6 = Blue
- 7 = Purple
- 8 = Grey
- 9 = White

Connecting the Connectors

X54				X26				X57		
	Pos.	Colour			Pos.	Colour			Pos.	Colour
F99	A	3		F140	1	1		F140	1	1
F660	B	9		F99	2	5		F99	2	5
F760	C	6		F160	3	0		F760	3	3
F560	D	4		F260	4	2		F560	4	0
F260	E	40		F360	5	3		F660	5	4
F160	F	60		F460	6	4		F760 (860)	6	2
F360	G	90								
F46	H	0								

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CLEANING HYDRAULIC DIAGRAM

The references in this diagram, concerning electrical equipment, are the same as those shown on the wiring diagram.

23 NC electric distributor for starting the cleaning pump (101)

25 Conveyor standard rotation enabling electric distributor

45 Conveyor reverse rotation enabling electric distributor

59 Lower stalk chopper enabling electric distributor

52 Lower extractor speed adjustment motor

54 Conveyor speed adjustment motor

58 Upper extractor speed adjustment motor

101 "Rexroth" pump with variable displacement, depending on the load (LS) from 0 to 45 cm^3/rev. for cleaning

102 Drilled block fastened on the cleaning pump (101) outlet

103 Drilled block placed at the back, on the harvesting equipment

104 Adjustable capacity limiter

105 Capacity limiter, 1 mm dia.

106 "SAUER" motor, 10.8 cm^3/rev., for upper extractor operation (different unidirectional motors on the right and on the left)

107 "SAUER" motor, 6 cm^3/rev., for lower extractor operation (bidirectional motors, with right motor different from the left one due to the position of the greasing hole)

108 "EATON" motor, 8.2 cm^3/rev. for lower stalk chopper operation

109 "EATON" motor, 31.6 cm^3/rev., for conveyor operation

110 Capacity limiter, adjustable through an electric ratiomotor **(52)** for adjusting the lower extractors

111 Capacity limiter, adjustable through an electric ratiomotor **(54)** for adjusting the conveyors

112 Pressure balancer to adjust the delivery to the conveyors

113 Pressure balancer to adjust the delivery to the lower extractors

114 Fast fittings for the harvesting header supply, to be screwed in

115 Fast fitting to be tightened on the harvesting equipment return

116 Pressure intake to check the operating and stand-by pressures

117 Piloted and filtered pressure limiter

RB - RG - G Towards emptying link circuit

b Pressure limiter, 280 bar

c Pressure balancer to adjust the pump delivery depending on the load: stand-by pressure adjusted at 20+5-0 bar

e1 e2 Nozzle

X Plug to reach the limiter (105)

NOTE: - the two balancers (112) and (113) are identical.
- The 0.6-mm nozzle installed under the balancer (113) is available on all machines.
- The 0.6-mm nozzle installed under the balancer (112) is available only on machines with side link.

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TIGHTENING TORQUES

PARTS TO BE TIGHTENED	Threading	Torque	
		Nm	kgm
Engine flywheel housing fastening bolts (2, fig. 120)	M 12 x 1.75 x 100	80 ± 10	8 ± 1
	M 16 x 1.50 x 80	200 ± 20	20 ± 2
	M 16 x 1.50 x 100	200 ± 20	20 ± 2
	M 12 x 1.75 x 78	80 ± 10	8 ± 1
Oil sump fastening bolts (2, fig. 117 - 118)	M 10 x 1.50 x 45	50 ± 5	5 ± 0.5
	M 10 x 1.50	70 ± 5	7 ± 0.5
Rocker support fastening bolts (2, fig. 103)	M 8 x 1.25	25 ± 5	2.5 ± 0.5
Tappet cover fastening bolts (2, fig. 148 - 149)	M 8 x 1.25	25 ± 5	2.5 ± 0.5
Exhaust manifold fastening bolts (3, fig. 143 - 144)	M 10 x 1.50	53 ± 5	5.3 ± 0.5
Intake manifold fastening bolts (3, fig. 148 - 149)	M 8 x 1.25	25 ± 5	2.5 ± 0.5
Exchanger fastening bolts (5, fig. 138)	M 8 x 1.25	25 ± 5	2.5 ± 0.5
Water pump fastening bolts (2, fig. 136)	M 8 x 1.25	25 ± 5	2.5 ± 0.5
Coolant intake manifold fastening bolts (2, fig. 134)	M 10 x 1.50	45 ± 10	4.5 ± 1
Thermostatic valve fastening bolts (5, fig. 90)	M 8 x 1.25	25 ± 5	2.5 ± 0.5
Fan support fastening bolts (3, fig. 137)	M 8 x 1.25 x 50	25 ± 5	2.5 ± 0.5
	M 10 x 1.50 x 25	45 ± 5	4.5 ± 0.5
Injector fastening (1, fig. 101)	-	60 ± 5	6.0 ± 0.5
Fuel pump fastening bolts (5, fig. 146 - 147)	M 8 x 1.25	25 ± 5	2.5 ± 0.5
Turbine fastening bolts (2, fig. 143 - 144)	M 8 x 1.25	25 ± 5	2.5 ± 0.5
Alternator fastening bolts (3, fig. 139)	M 10 x 1.50	45 ± 5	4.5 ± 0.5
Starter fastening bolts (5, fig. 151)	M 10 x 1.50	55 ± 5	5 ± 0.5
Camshaft plate fastening bolts (3, fig. 64)	M 8 x 1.25	25 ± 5	2.5 ± 0.5
Injection pump fastening bolts (3, fig. 113)	M 8 x 1.25	12 ± 5	1.2 ± 0.5
Injection pump gear fastening nut (1, fig. 125)	M 14 x 1.5	90 ± 5	9.0 ± 0.5
Oil pump gear fastening bolts (2, fig. 128)	M 8 x 1.25	25 ± 5	2.5 ± 0.5
Crankcase base plate fastening bolts (5, fig. 115 - 116)	M 10	43 ± 5	4.3 ± 0.5
Timing cover fastening bolts (1, fig. 89)	M 8 x 1.25	25 ± 5	2.5 ± 0.5
Camshaft gear fastening bolts (1, fig. 107)	M 8 x 1.25	36 ± 4	3.6 ± 0.4
Front cover fastening bolts (1, fig. 130)	M 8	24 ± 4	2.4 ± 0.4

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Op. 10 001 53
ENGINE OVERHAUL, REMOVED

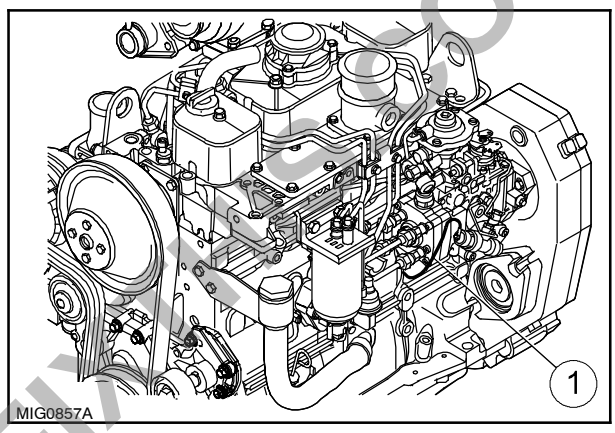
WARNING

Handle all the parts with great care. Never put hands or fingers between the pieces. Wear suitable safety clothing: overalls, face shields or safety goggles, gloves and shoes.

1. Drain off the engine oil by removing the plug from the sump and the oil filler plug.
2. Disconnect the fan from the fan pulley.

For version
F4GE0484C*D601 by 94 kW (128 HP)

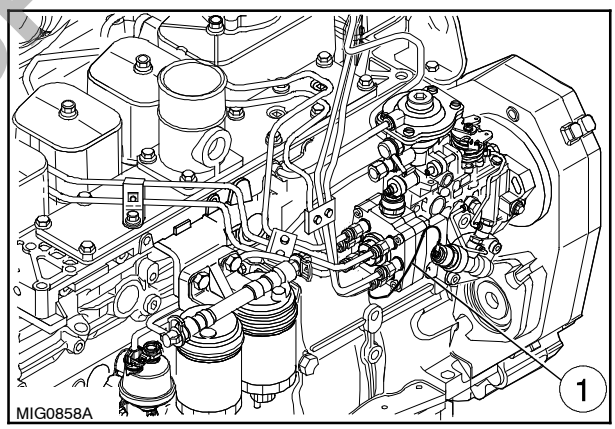
3. To be able to fit the bracket **380000661** (for fixing the engine to the overhaul stand) to the crankcase, it is necessary to remove the wiring (1) from the left side of the engine.



5

For versions
F4GE0684C*D600 by 129 kW (175 HP)
F4GE0684E*D600 by 120 kW (160 HP)
F4GE0684G*D600 by 107 kW (145 HP)

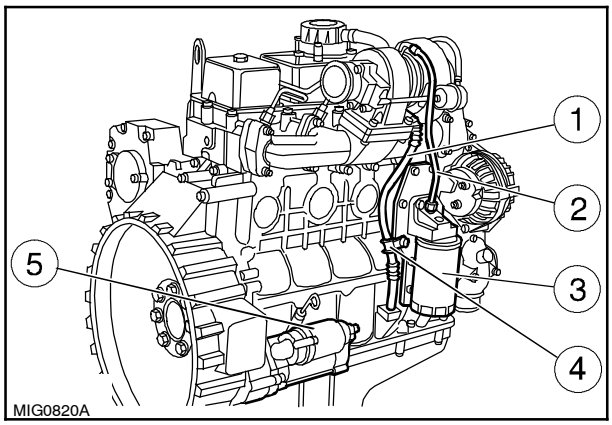
Carry out the operation 3. listed above.



6

For version
F4GE0484C*D601 by 94 kW (128 HP)

4. To be able to refit the bracket **380000661** on the right side of the crankcase, remove the starter (5), the oil filter (3), the tightening clamp (4), and the turbine oil return pipe (1).
5. Fasten the engine to the rotary stand **380000301**. Remove the oil delivery pipe (2).



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ENGINE TROUBLESHOOTING

Fault	Possible causes	Corrective procedures
Engine will not start.	1. Partly-down battery.	Check and charge the batteries. Replace if necessary.
	2. Battery terminal connections corroded or loose.	Clean, check and tighten the terminal nuts. Replace terminals and nuts if excessively corroded.
	3. Incorrect injection pump timing.	Adjust the injection pump timing.
	4. Impurities or water accumulating in fuel lines.	Disconnect the fuel lines at the injection pump and clean them thoroughly. If necessary, wash and dry the fuel tank.
	5. No diesel oil in tank.	Fill the tank.
	6. Charge pump faulty operation.	Check and replace the pump, if required.
	7. Air in the injection circuit.	Check fuel lines, unions, charge pump, filters and injection pump for air; then bleed the air from the circuit if required.
	8. Faulty starter.	Repair or replace the starter.
	9. Faulty thermostarter.	Check and replace the thermostarter, if required.
The engine stalls.	1. Idling speed too low.	Adjust the idling speed.
	2. Irregular feeding of the injection pump.	Check the injection pump feeding on a test bench.
	3. Impurities or water accumulating in fuel lines.	Disconnect the fuel lines at the injection pump and clean them thoroughly. If necessary, wash and dry the fuel tank.
	4. Restricted diesel oil filters.	Replace the filter cartridges.
	5. Irregular valve-to-tappet clearance.	Adjust the valve-to-tappet clearance.
	6. Burnt or cracked valves.	Replace the valves.
	7. Air in the injection circuit.	Check fuel lines, unions, charge pump, filters and injection pump for air; then bleed the air from the circuit if required.
	8. Faulty injection pump drive mechanism.	Replace the faulty parts.

(continues on the next page)

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COMMERCIAL DESCRIPTION			VX7090 (1)
Code	**DIMENSIONS (mm)**		
H1	Height: harvesting equipment on the ground	with cab	3635
H2	Harvesting equipment height (2)	to the railings	3470
H3	Clearance under rear beam	Min. Max.	2015 2815
H4	Harvesting equipment clearance under tunnel	Min. Max.	2015 2815
HB1	Clearance under tilted up hoppers		1660
HB2	Tilting axle height		2080
HB3	Max. height with lifted hopper		5270
HB4	Clearance under the frame	1550-litre hopper	1375
HB5	Height to the roller axis of the emptying link Machine on ground 5200 mm 4200 mm		 from 1325 to 5450 from 1325 to 4010
HB6	Link pivot height		1850
LaBp	Link pivot position		1113
LaBr	Position of the roller on the link end perpendicular to the machine axis 5200 mm 4200 mm		 from 5100 to 6350 from 4210 to 5350
La1	Max. width 1550-litre hopper and emptying link in road position		3140
La AR	Outer width at the rear wheels (V1 + Gb = La AR)	Tyres 480 / 70 R 28 Tyres 600 / 55 x 30.5	2425 + 495 = 2920 2530 + 600 = 3130
La AV	Outer width at the front wheel level on ground (V2 + Gb = La AV) (V2 at ground level)	Tyres 420/70 R 24	2130 + 430 = 2560
E	Pitch		3180
Lo 1 Lo 2	Overall length	at the cab front on the link end 4200 on the link end 5200	5840 6540 7540
DAV1 DAV2	Front offset	at the cab front on the link end 4200 on the link end 5200	1050 1750 2750
DAV3	Tool fixing offset		280
DAR	Rear offset		1610

- (1) VX7090 version with hopper and emptying link
- (2) noria on the ground

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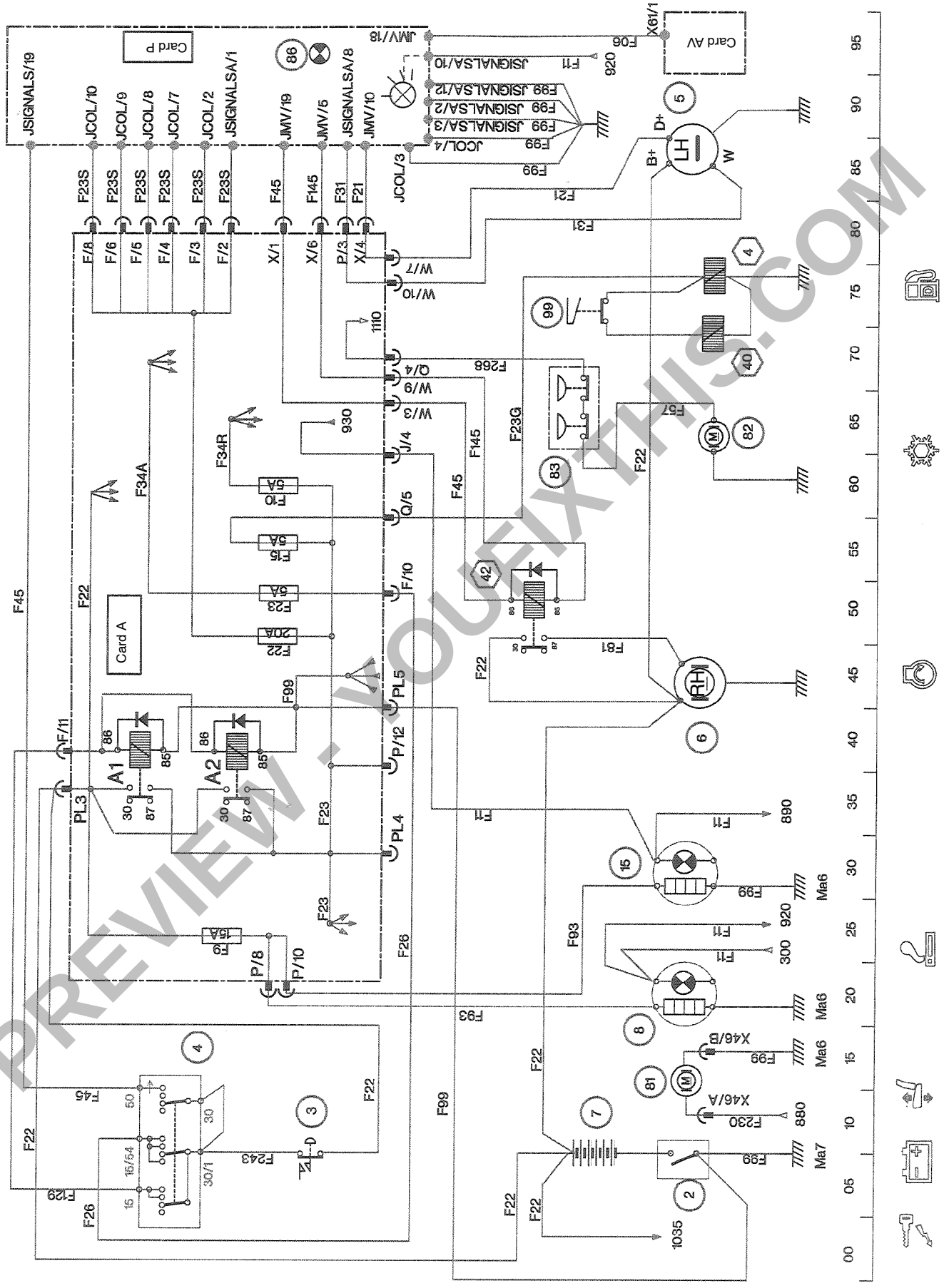
LUBRICANT AND LIQUID CAPACITIES

Item to be supplied	Quantity dm^3 (litres)	Recommended product	Corresponding international classification
Self-propelled machine grease fittings		**AMBRA GR 9** grease	Lithium-calcium based grease, consistency NLGI 2
Harvesting machine grease fittings		Grease **Food type**	24 cartridges re. **62777339**
Noria ECU	1 kg		
Shaking ECU	1.2 kg	Grease **AMBRA GR 75 MD** **NH 720 A**	Re. 661874 molybdenum bisulfide grease, consistency NLGI 2
Engine sump and filter/s 6-cylinder engine	15	Oil **AMBRA MASTERGOLD HSP 15W - 40**	SAE 15W40 NH 330H API CI - 4 CH4 ACEA E3/E5
Reservoir	65	Oil **AMBRA** **HYDROSYSTEM 68**	ISO 68 DIN 51524 - part 2
Cooling system	20	**AMBRA** **AGRIFLU (50%) +** clean water (50%)	

NOTE: *the integrated joints of the rear shaking flexible connecting rods do not require greasing.*

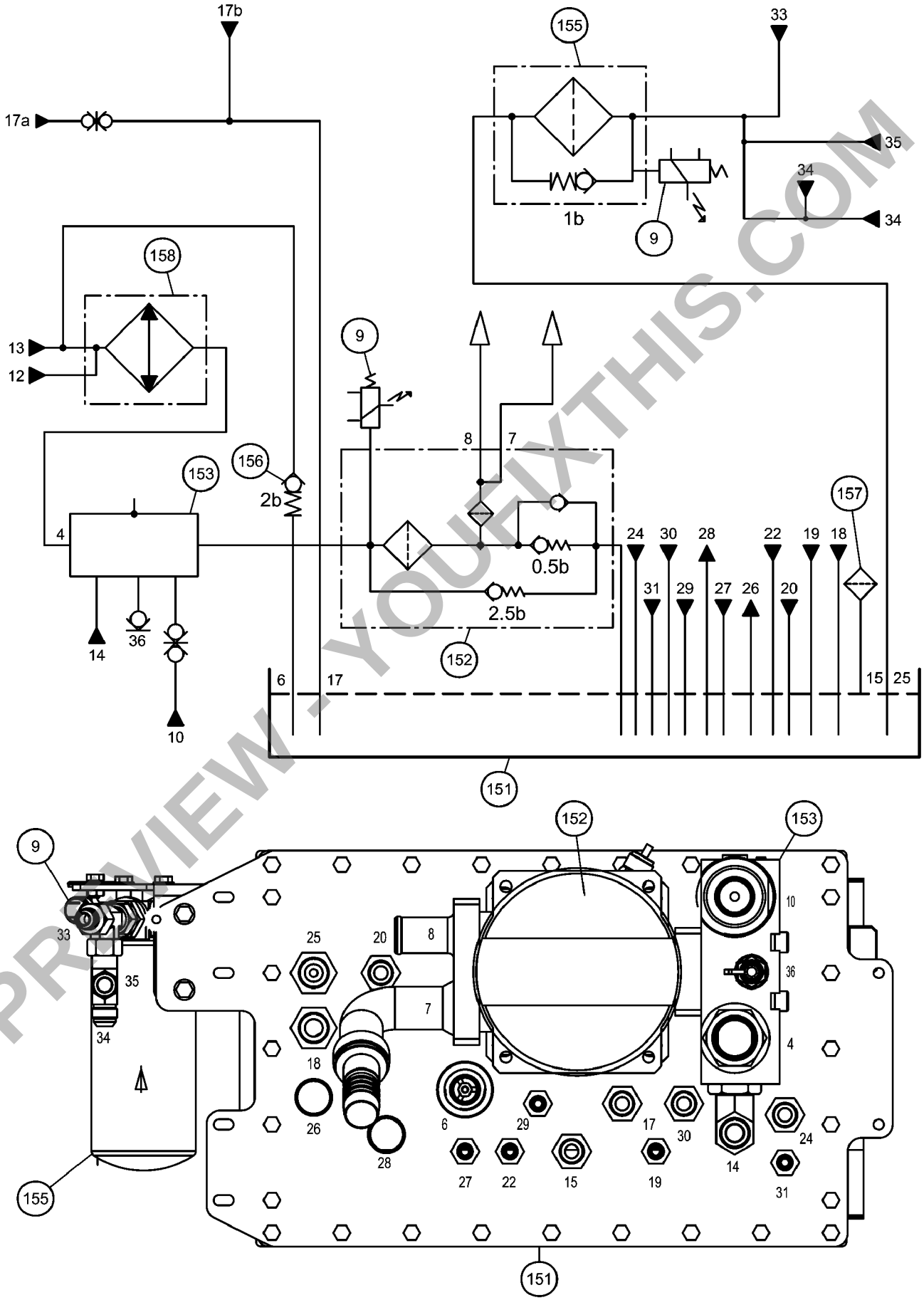
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ANGLE TIGHTENING TORQUES

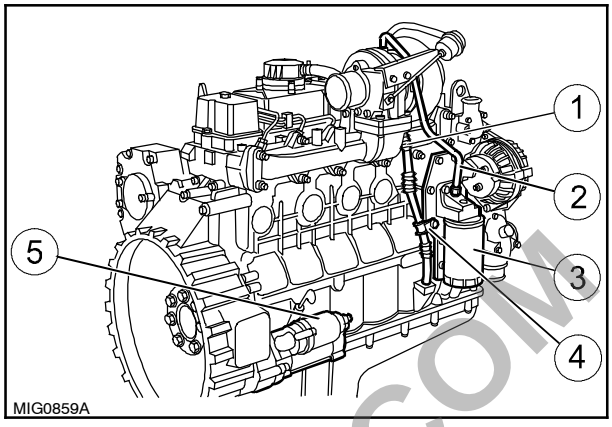
PARTS TO BE TIGHTENED	Threading	Torque		Angle
		Nm	kgm	
Main bearing cap fastening bolts (1, fig. 73) . . .				
step 1	M12 x 1.5	50 ± 6	5.0 ± 0.6	-
step 2	M12 x 1.5	80 ± 6	8.0 ± 0.6	-
step 3	M12 x 1.5	-	-	90° ± 5°
Connecting rod cap fastening bolts (1, fig. 85)				
step 1	M10x1.25	30 ± 5	3.0 ± 0.5	-
step 2	M10x1.25	50 ± 5	5.0 ± 0.5	-
step 3	M10x1.25	-	-	60° ± 5°
Cylinder head fastening screws (1, fig. 108) . .	M 12 x 1.75 x 70	50 ± 5	5.0 ± 0.5	90°
Note: *for the tightening order, see page 54, figures 109 - 110.*	M 12 x 1.75 x 140	40 ± 5	4.0 ± 0.5	180°
	M 12 x 1.75 x 180	70 ± 5	7.0 ± 0.5	180°
Crankshaft pulley fastening bolts (4, fig. 132) . .	M 12 x 1.25	50 ± 5	5.0 ± 0.5	90° ± 5°
Engine flywheel fastening bolts (1, fig. 124)	M 12 x 1.25	30 ± 5	3.0 ± 0.5	60° ± 5°

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For versions
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F4GE0684E*D600 by 120 kW (160 HP)
F4GE0684G*D600 by 107 kW (145 HP)

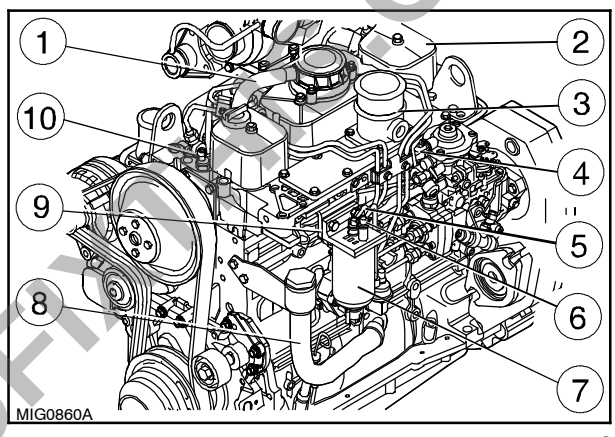
Carry out the operations 4. and 5. listed above.



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For version
F4GE0484C*D601 by 94 kW (128 HP)

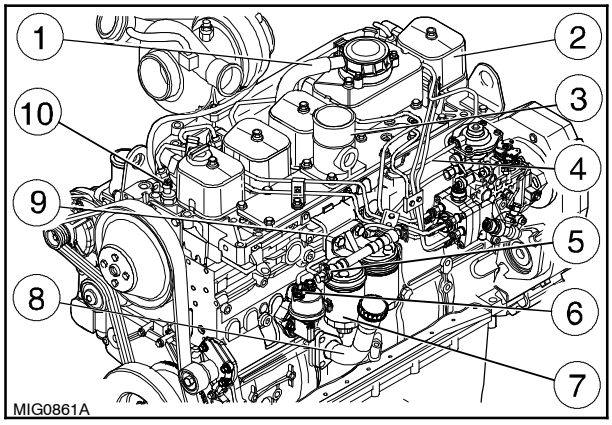
6. Remove the intake manifold (3).
7. Disconnect the engine oil vapour recovery pipe from the bleed valve (1).
8. Remove the tappet covers (2).
9. Remove the pipes with fast fittings (5) and (6).
10. Disconnect the LDA system lines (4).
11. Remove the fuel filter (7).
12. Disconnect the filling pipe (8).
13. Remove the water temperature sensor (10).
14. Disconnect the fuel filter support (9).



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For versions
F4GE0684C*D600 by 129 kW (175 HP)
F4GE0684E*D600 by 120 kW (160 HP)
F4GE0684G*D600 by 107 kW (145 HP)

Carry out the operations 6. ÷ 14. listed above.



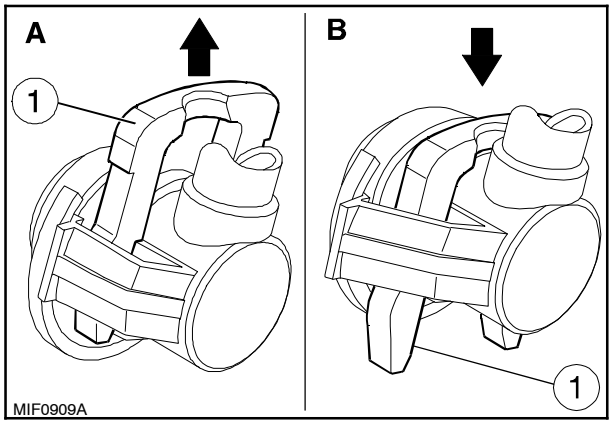
10

15. Act on the fork (1) as shown in fig. 11 (part B) and disconnect the fitting. To avoid strains, with the fitting removed, put the fork (1) back in the locking position (part A).

NOTE: *fig. 11 shows low pressure line connectors (6 and 8, fig. 9 and 10).*

A = Pipe locking position on the connector.

B = Pipe removal position on the connector.



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ENGINE TROUBLESHOOTING

(follows)

Fault	Possible causes	Corrective procedures
Engine overheating.	1. Water pump faulty operation.	Check and replace the pump, if required.
	2. Faulty thermostart.	Replace the thermostat.
	3. Faulty radiator.	Wash to remove possible foreign bodies. Check for leaks and repair.
	4. Deposits in cylinder head and crankcase coolant passages.	Wash thoroughly.
	5. Loose fan and water pump control belt.	Check belt tension and adjust, if necessary.
	6. Coolant low level.	Fill the expansion tank with the specified coolant mixture.
	7. Wrong engine timing.	Check and adjust the engine timing.
	8. Wrong injection pump timing – too much or too little fuel delivered.	Adjust the pump timing on a test bench (see the values in the timing tables).
	9. Air filter clogged.	Clean and replace the filter element, as necessary.
Engine lacks power and runs unevenly.	1. Incorrect injection pump timing.	Adjust the injection pump timing.
	2. Faulty injection pump automatic advance regulator.	Overhaul the injection pump and adjust it on a test bench (see calibration table).
	3. Worn control valve crankpin.	Overhaul the injection pump and adjust it on a test bench (see calibration table).
	4. Irregular feeding of the injection pump.	Overhaul the injection pump and adjust it on a test bench (see calibration table).
	5. The speed governor is damaged, independently of the speed.	Overhaul the injection pump and adjust it on a test bench (see calibration table).
	6. Faulty or partly clogged injectors.	Clean and overhaul the injectors; adjust the pressure.
	7. Impurities or water accumulating in fuel lines.	Disconnect the fuel lines at the injection pump and clean them thoroughly. If necessary, wash and dry the fuel tank.

(continues on the next page)

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COMMERCIAL DESCRIPTION		VX7090
WEIGHTS		
PTAC – Total allowed weight under load (kg)		11000
Partition	Front axle (kg)	4800
	Rear axle (kg)	6400
Empty weight with harvesting equipment and without (with) destemmers	Total	from 10040 to 10600
Weight of one wheel (kg)	420/70 R 24 480/70 R 28 600/55 x 30.5	
Thermal engine weight (kg)		
FEEDING / EXHAUST		
Fuel tank	Used fuel	Diesel fuel
	Capacity (litres)	250
Engine feeding system		Direct injection
Air filter	Make	DONALDSON
	Type	ELB 12-0265
Engine cooling	Water capacity (litres)	20
	Fan	sucking (2 speeds or 1 speed, depending on the series)
Cooling fan ∅ (mm)		610
DRIVE		
Pump for engine fan	Make	SAUER
	Displacement (cm^3/rev.)	17
	Empty operating speed (rpm)	2325 (93% of engine speed)
	Capacity (l/minute), output 0.9	35
Fan motor	Make	SAUER
	Displacement (cm^3/rev.)	12,2
Variable displacement inching hydraulic pump	Make	REXROTH
	Type	A4VG
	Total displacement (cm^3/rev.)	from 0 to 105

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THERMAL ENGINE MAINTENANCE

a) After the first 50 hours

- Let the engine run until it reaches the standard operating temperature.
- Replace diesel oil filter cartridge/s.
- Check alternator and compressor belt tension.

  Check engine tightness.

b) Every day, or every 10 hours, check:

- oil level,
- coolant level,
- check the cleaning conditions of the radiator core.

c) Every 400 hours, or before each harvesting season, replace:

- engine oil,
- the oil filter cartridge/s;
- replace diesel oil filter cartridge/s.
- Check the belt tension.
- Check the radiator core cleanliness.
- If the air filter clogging indicator comes on, clean the main cartridge by compressed air, blowing inside out.
  Be careful not to use a pressure over 6 bar; shift the nozzle downwards and hold it at about 3 cm from the paper.

d) Only before each campaign:

- replace the air filter main cartridge.

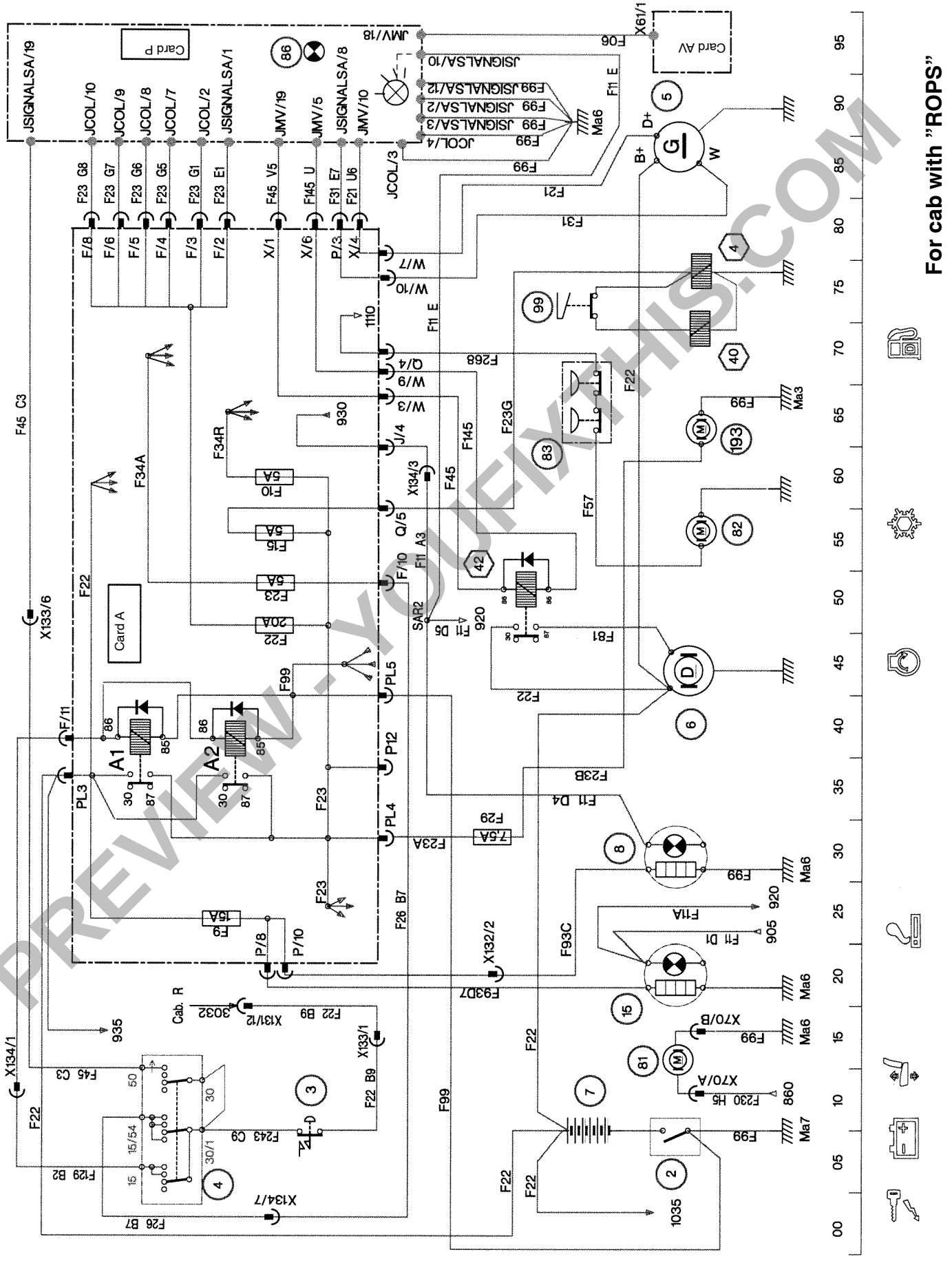
NOTE: *the diesel oil filter cartridges should be replaced more often if the diesel oil conditions require it.*

e) Every 1200 hours

- adjust the tappets,
- adjust the injector setting.

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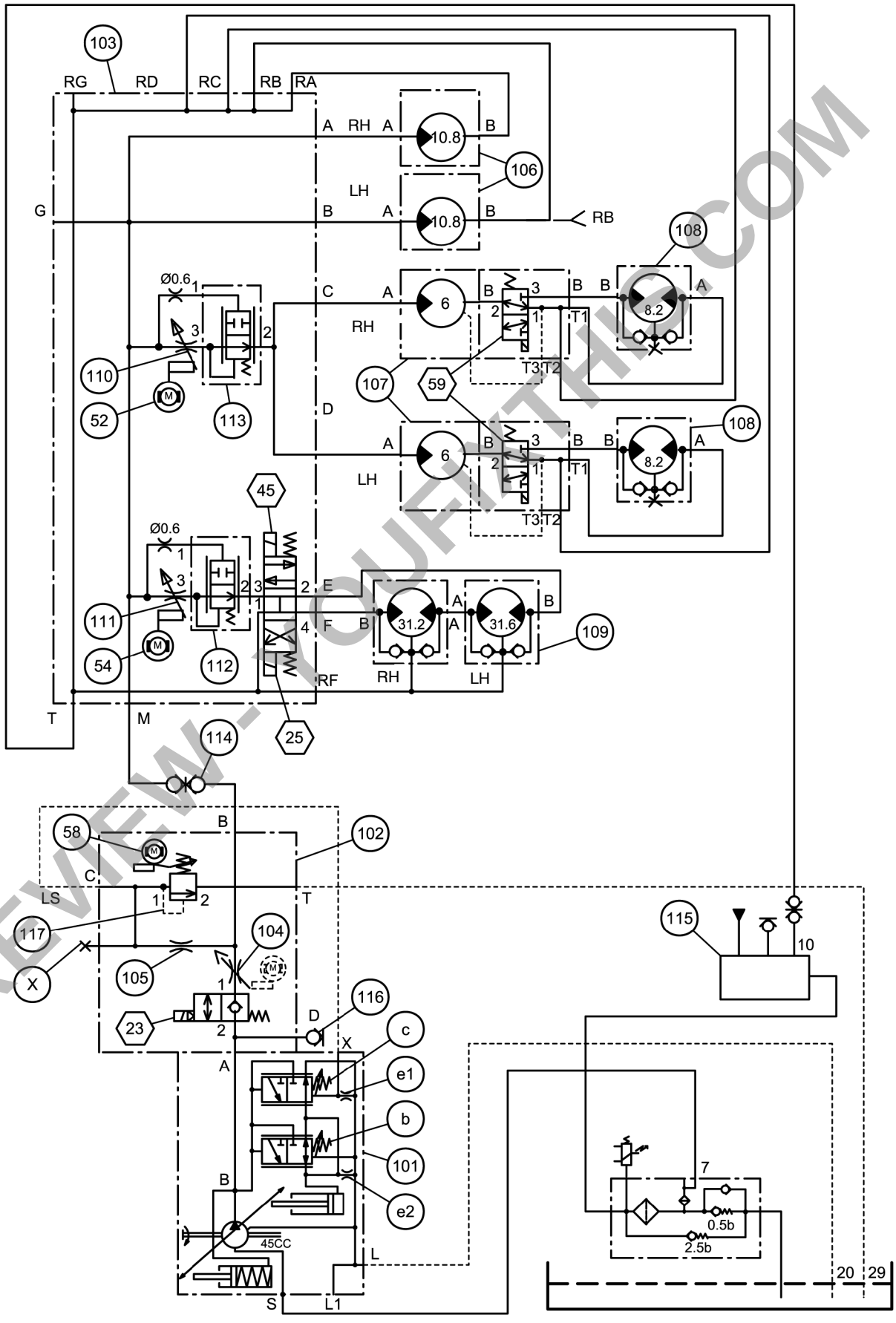
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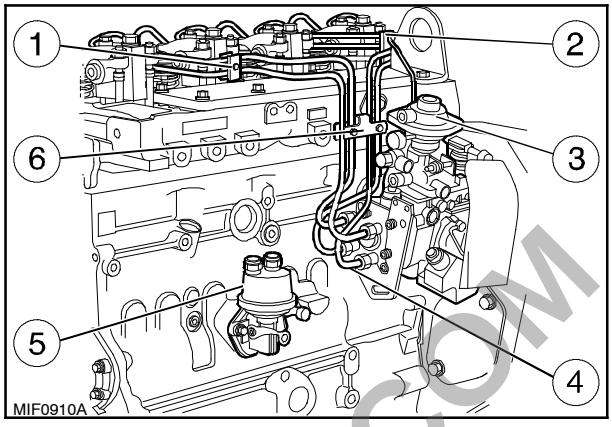


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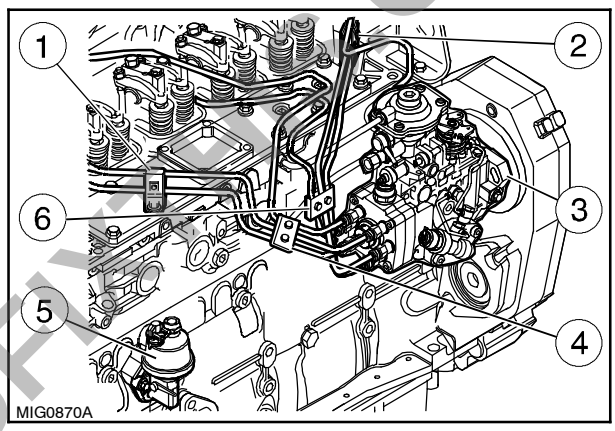
16. Remove the injector supply pipe (4) from the injection pump (3).
17. Disconnect the cylinder head brackets from the pipes (1), (2) and (6).
18. Remove the priming pump (5).



12

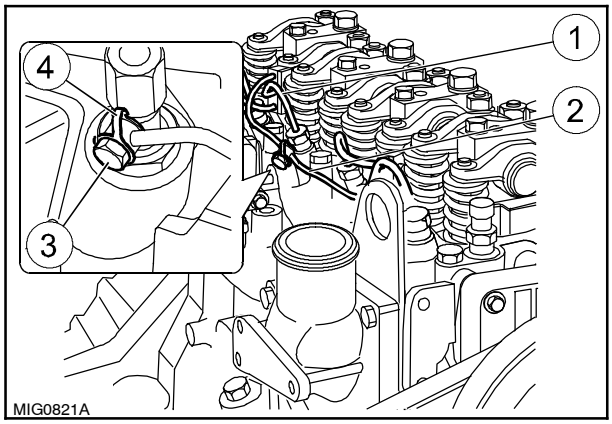
For versions
F4GE0684C*D600 by 129 kW (175 HP)
F4GE0684E*D600 by 120 kW (160 HP)
F4GE0684G*D600 by 107 kW (145 HP)

Carry out the operations 16. ÷ 18. listed above.



13

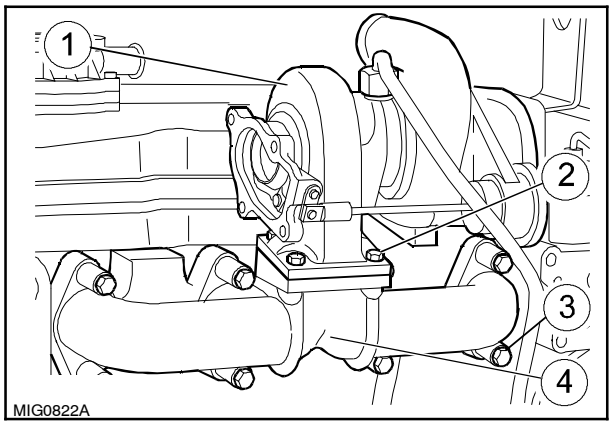
19. Disconnect the fuel supply lines (1) from the injectors.
20. Disconnect the fuel outlet pipe (2) from the injectors removing the screw (3) and the gasket (4).



14

For version
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21. Remove the screws (2) and the turbine (1).
22. Remove the exhaust manifold (3).



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ENGINE TROUBLESHOOTING

(follows)

Fault	Possible causes	Corrective procedures
	8. Faulty charge pump.	Replace the charge pump.
	9. Irregular valve-to-tappet clearance.	Adjust the valve-to-tappet clearance.
	10. Low compression.	Check the compressor and the engine, if necessary.
	11. Air filter clogged.	Clean and replace the filter element, as necessary.
	12. Wrongly adjusted link rod between throttle and injection pump.	Adjust the link rod length.
	13. Wrongly adjusted max. speed screw on the injection pump.	Adjust the max. speed screw.
The engine makes knocking noises.	1. Faulty or partly clogged injectors.	Clean and overhaul the injectors; adjust the pressure.
	2. Dirt in the fuel supply circuit.	Clean the fuel supply circuit and replace the damaged lines. Clean the injection pump, if required.
	3. Incorrect injection pump timing.	Adjust the injection pump timing.
	4. Crankshaft seizure due to excessive clearance of stops or main/big end bearings, or too high end float.	Re-grind crankshaft journals and crankpins. Place oversized thrust washers and bearings.
	5. Unbalanced crankshaft.	Check crankshaft alignment and balance; replace, if necessary.
	6. Loose flywheel fastening bolts.	Replace the loose bolts and tighten the new bolts to the specified starting torque and then to the angle torque values.
	7. Missing parallelism between bushing small and big end axes.	Straighten the connecting rods and check the axis parallelism; replace the connecting rods, if required.
	8. Piston seizure due to irregular wear.	Rebore the cylinder liners and fit oversized pistons.
	9. Noisy piston pins due to a high clearance between piston gudgeon pins and bushing small end. Loosen bushings in small end.	Fit oversized piston pins, rebore piston seats and small end bushings. Replace the bushings with new ones.
	10. Timing system noisy.	Check for broken springs or excessive play between valve stems and guides, tappets and bores. Adjust valve clearance.

(continues on the next page)

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COMMERCIAL DESCRIPTION		VX7090
DRIVE (follows)		
Priming pump	Displacement (cm^3/rev.)	25
	Capacity (l/minute), output 0.9 Speed 2500 rpm	56.25
Front wheel motor	Make	POCLAIN
	Type	MS 08
	Displacement (cm^3/rev.)	1043
Rear wheel motor	Make	POCLAIN
	Type	MSE 18
	Displacement (cm^3/rev.)	2636 (1406/1230)
Max. speed (km/h) in road position		25 km/h
Max. speed in field position		12
Hydraulic oil		
Capacity (litres)	Total	
	Reservoir	65
Oil type		NEW HOLLAND: Hydrosystem 68 or Hydrosystem 68 BIO S
Conveyor and extractor pump	Make	REXROTH
	Displacement (cm^3/rev.)	”Load sensing” from 0 to 45
	Idle operating rpm speed	2500 (see engine speed)
	Capacity (l/minute), output 0.9	101.2
Shaking pump	Make	SAUER
	Displacement (cm^3/rev.)	22 or 25
	Idle operating rpm speed	2500 (see engine speed)
	Capacity (l/minute), output 0.9	50 or 56
Pump for steering/lifting/hoppers	Make	SAUER
	Displacement (cm^3/rev.)	14
	Idle operating rpm speed	2325 (93% of engine speed)
	Capacity (l/minute), output 0.9	29
STEERING		**Hydrostatic**
Type		EATON QAMP 146 cm^3/rev.
BRAKING SYSTEM		
Service brake		Supplied by the hydrostatic transmission
Service brake (on one rear wheel)		Operated by one pedal and by the steering
Park brake		Operated by left manual lever

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HARVESTING EQUIPMENT

The greasing ramp is located on the harvesting equipment central gangway. All these points must be greased with food-type grease every day, after washing.

15 Noria control shaft

22 Shaking control shaft

27 - 28 Right shaking control connecting rod

16 - 17 Left shaking control connecting rod

25 - 26 Right shaking plate

18 - 19 Left shaking plate

9 - 10 - 11 - 12 Right harvesting conveyor

3 - 4 - 5 - 6 Left harvesting conveyor

20 - 21 - 23 - 24 Shaking gauge slide

7 - 8 Harvesting equipment pivot

22 Right bearing for noria control shaft

1 - 2 - 13 - 14 Transfer conveyor (depending on the version)

29 Shaking control shaft left bearing (it is installed only in case of chain drive)

The following parts are not localised:

4 grease fittings for the emptying link (depending on the version)

1 grease fitting for the emptying link pivot (depending on the version)

1 grease fitting for the shaking drive

These positions are not localised and should be greased every 50 hours:

- 2 x 2 grease fittings at the hopper cylinder pivots (depending on the model)
- 2 x 1 grease fittings on the lower stalk choppers

TOTAL: from 32 to 40 (depending on the model and on the shaking drive)

SELF-PROPELLED MACHINE

There is no centralized greasing on the self-propelled machine, thus you need to grease daily only the following:

- 2 x 3 grease fittings on the front legs

To grease every 50 hours:

- 2 x 1 grease fitting on the steering cylinder pivot
- 2 x 2 grease fittings on the steering bar pivots
- 1 grease fitting on steering relay
- 2 x 2 grease fittings on the wheel link pivot
- 2 x 2 grease fittings on the rear lifting cylinder

TOTAL: 19

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Previous name	New name
Up to series 006	Starting from series 007
VX 680	**VX 7090**
One cab with roll-over-protection structure ”ROPS” will be installed starting from series 014	

REPAIR MANUAL

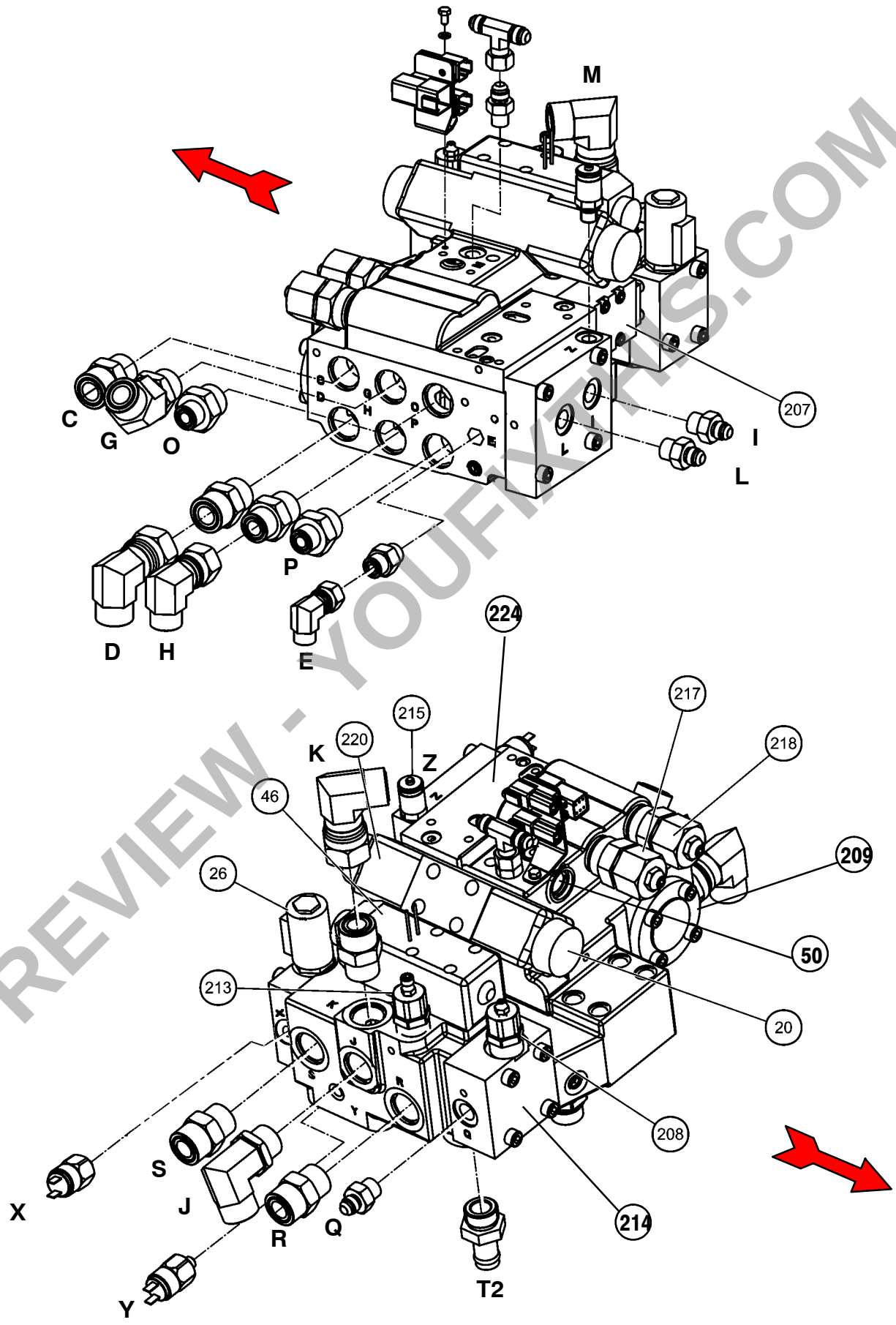
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NOTE: *this manual contains the description of VX models starting from the first series.*

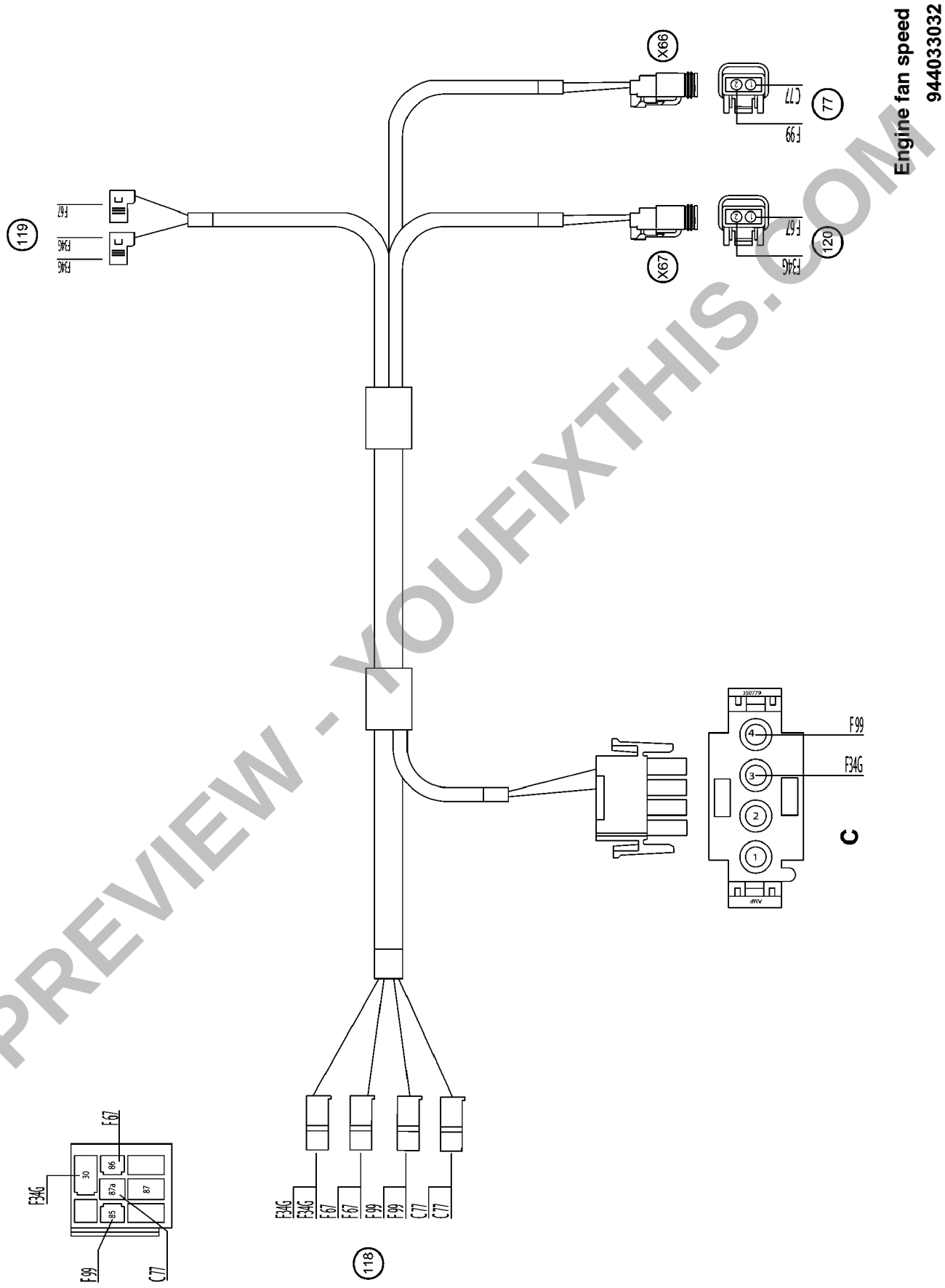
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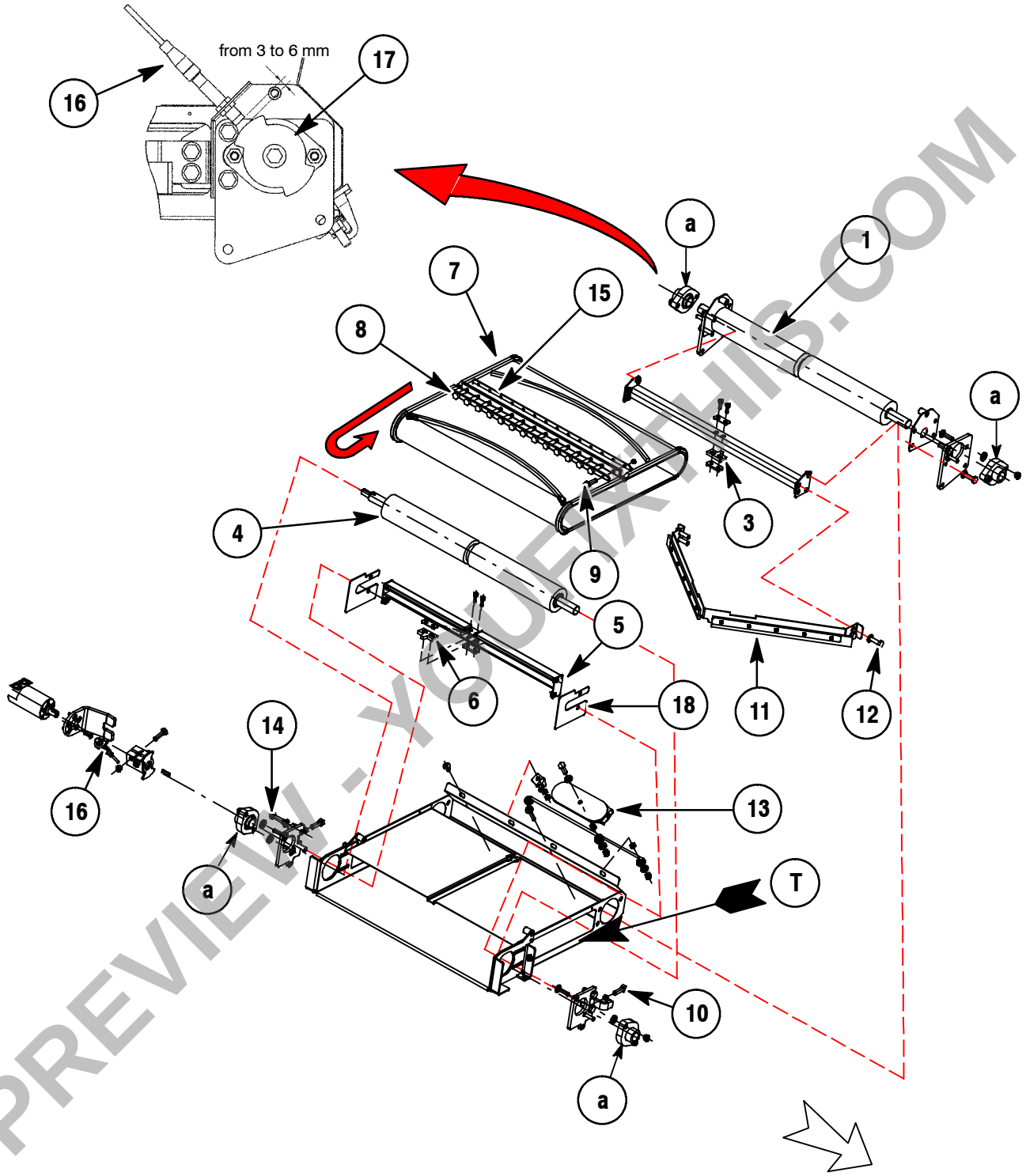
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