SECTION 10

CONTENTS

1. TRANSMISSION 1
- INTRODUCTION 1
- DESCRIPTION 2
- 1.1 HOUSING 3
- 1.2 HML ASSEMBLY 4
- 1.3 GEARBOX AND SHUTTLE ASSEMBLY (Version with HML) 5
- 1.4 GEARBOX AND SHUTTLE ASSEMBLY (Version without HML) 6
- 1.5 CONTROL ROD FOR SHUTTLE - UNDERDRIVE 7
- 1.6 SPEED CONTROL ROD 8
- 1.7 RANGE AND PARKING BRAKE ASSEMBLY 9
- 1.8 RANGE CONTROL ROD AND PARKING BRAKE LEVER 10
- 1.9 FOUR-WHEEL DRIVE ENGAGEMENT ASSEMBLY 11
- 1.10 DIFFERENTIAL ASSEMBLY 12
- 1.11 BRAKES AND REAR AXLE ASSEMBLY (Narrow version) 13
- 1.12 BRAKES AND REAR AXLE ASSEMBLY (Wide version) 14

2. REAR PTO 15
- 2.1 PTO CONTROL CLUTCH ASSEMBLY 16
- 2.2 2-SPEED PTO 19
- 2.3 2-SPEED PTO AND SYNCRO PTO 20
- 2.4 3-SPEED PTO 21

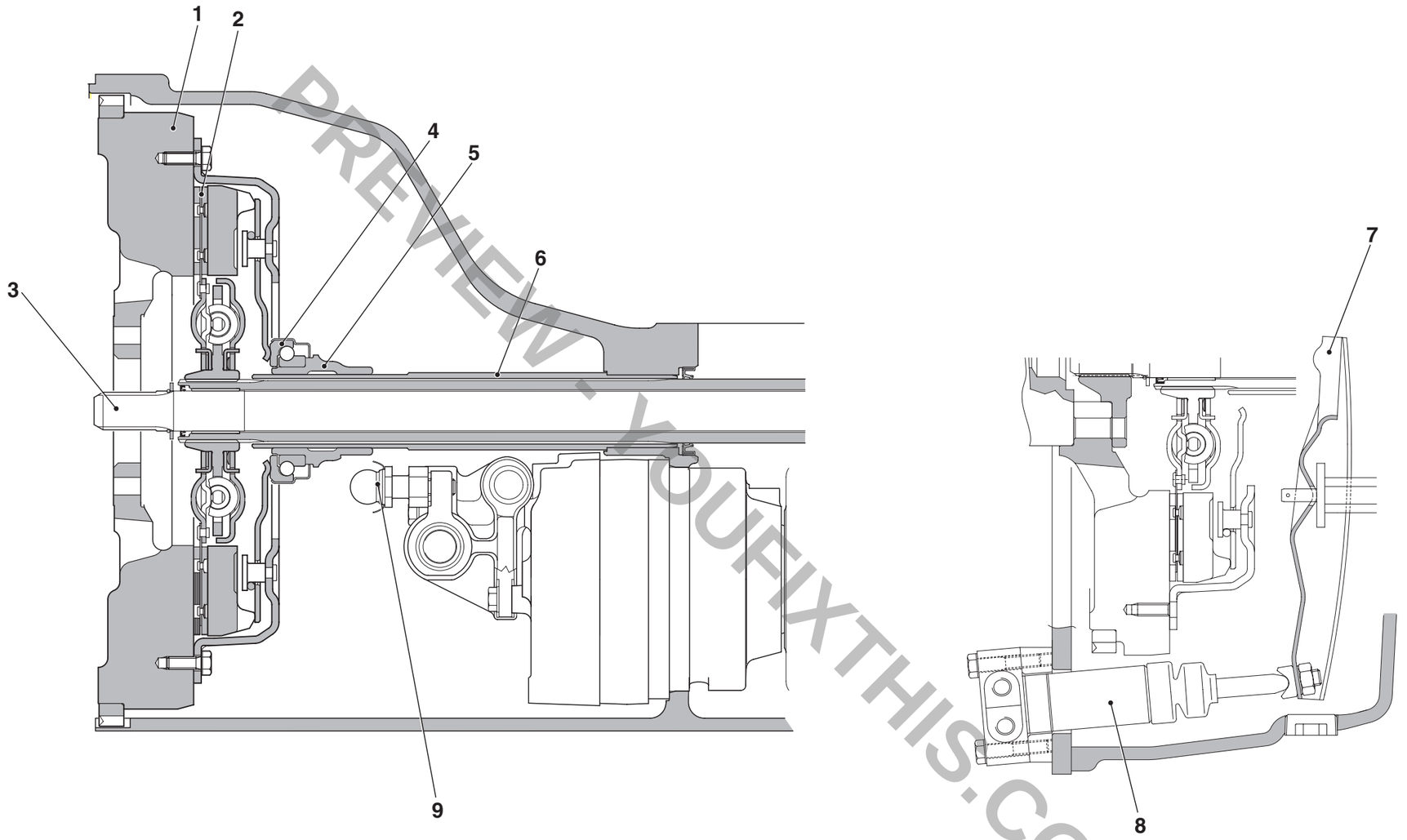
3. FRONT AXLE 23
- 3.1 FRONT AXLE (4WD version) 23

4. FRONT PTO AND LIFT 27
- 4.1 FRONT LIFT 27
- 4.2 FRONT PTO 31

5. HYDRAULIC SYSTEM 39
- DESCRIPTION 39
- 5.1 HYDRAULIC DIAGRAM 40
- 5.2 STEERING CIRCUIT GEAR PUMP 45
- 5.3 LIFT CIRCUIT GEAR PUMP 46
- 5.4 POWER STEERING 48
- 5.5 HML SOLENOID VALVE ASSEMBLY 49
- 5.6 AUXILIARY SERVICES CONTROL VALVE 50
- 5.7 HYDRAULIC 3-POINT LINKAGE CONTROL VALVE 53
- 5.8 SERVICES SOLENOID VALVE ASSEMBLY 54
- 5.9 TRAILER BRAKING VALVE 55
- 5.10 LIFT CONTROL VALVE 59

PREVIEW - YOUFIXTHIS.COM

1.1 HOUSING

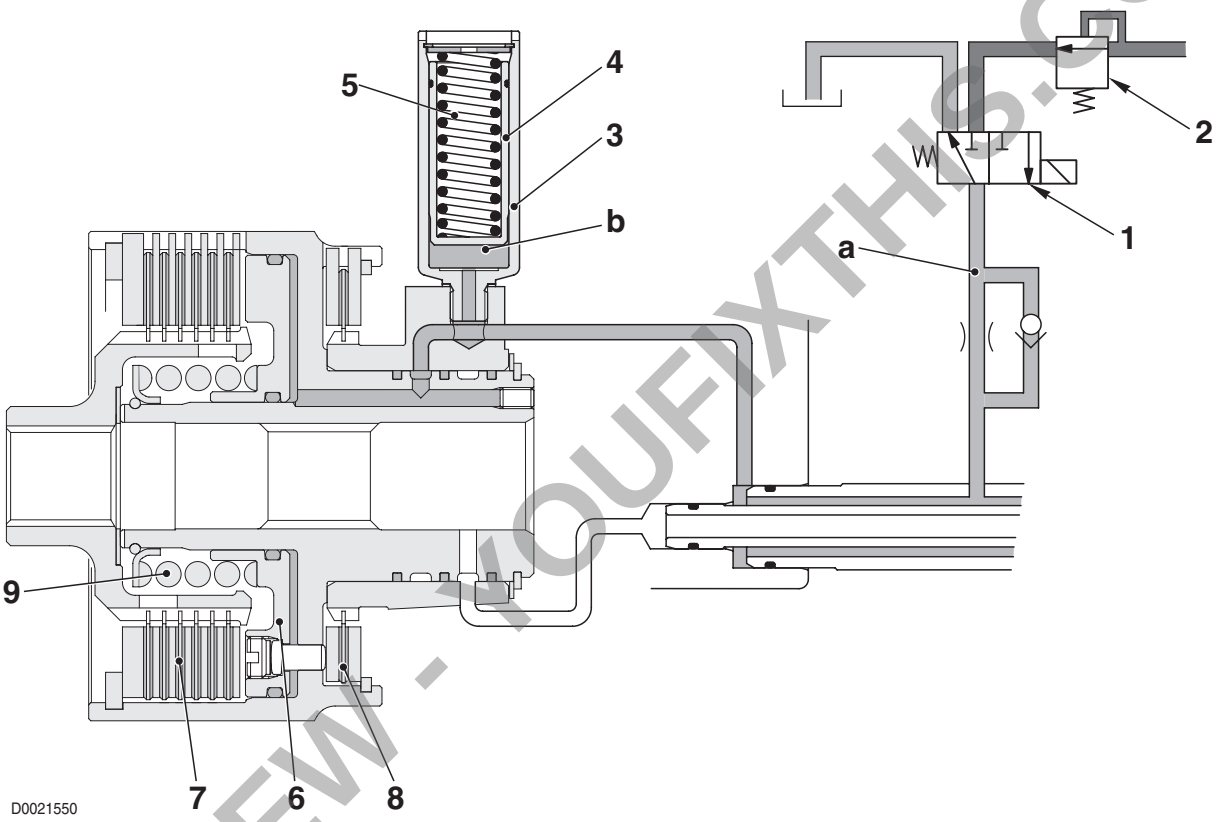


1 - Flywheel
2 - Main Clutch plate
3 - Rear PTO drive shaft
4 - Main clutch thrust bearing
5 - Main clutch sleeve
6 - Sleeve support
7 - Main clutch lever
8 - Clutch piston
9 - Reaction pin

Download full manual at youfixthis.com
PREVIEW - YOUFIXTHIS.COM

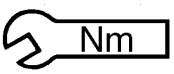
2 - When the PTO is disengaged

- The PTO is disengaged by de-energizing the solenoid valve (1).
- The oil under pressure in the line **a** is sent into the discharge circuit via the solenoid valve (1).
- Because of the decrease in pressure in the line **a**, the piston (3) is pushed downwards by the force of the spring and the force of the spring (9) pushes the piston (6) to the right, bringing it into the rest position.
- At the same time, the movement of the piston (6) compresses the clutch (8) causing the PTO to brake.



PREVIEW - YOUFIXTHIS.COM

STANDARD TIGHTENING TORQUES



1. NUTS AND BOLTS

⚠ The tightening torques for certain specific components and special tightening methods are indicated in the relative assembly paragraphs.

★ The tightening torques indicated below refer to bolts and nuts assembled without lubrication and, where applicable, with anaerobic threadlocking compound.
The values apply to tightening on steel or cast iron components; for soft materials such as aluminium, copper, plastic, sheet metal or panels, the indicated tightening torques must be reduced by 50%.

BOLT SIZE		BOLT CLASS					
		8.8		10.9		12.9	
		Nm	lb.ft.	Nm	lb.ft.	Nm	lb.ft.
COARSE THREAD	M6x1	8.0 –8.8	5.9 –6.5	11.8 – 13.0	8.7 –9.6	13.8 – 15.2	10.2 –11.2
	M8x1.25	19.4 –21.4	14.3 –15.8	28.5 – 31.5	21.0 – 23.2	33.3 – 36.9	24.5 – 27.2
	M10x1.5	38.4 – 42.4	28.3 – 31.2	56.4 – 62.4	41.6 – 46.0	67.4 – 74.4	49.7 – 54.8
	M12x1.75	66.5 – 73.5	49.0 – 54.2	96.9 – 107	71.4 – 78.9	115 – 128	84.8 – 94.3
	M14x2	106 – 117	78.1 – 86.2	156 – 172	115.0 – 126.8	184 – 204	135.6 – 150.3
	M16x2	164 – 182	120.9 – 134.1	241 – 267	117.6 – 196.8	282 – 312	207.8 – 229.9
	M18x2.5	228 – 252	168.0 – 185.7	334 – 370	246.2 – 272.7	391 – 432	288.2 – 318.4
	M20x2.5	321 – 355	236.6 – 261.6	472 – 522	347.9 – 384.7	553 – 611	407.6 – 450.3
	M22x2.5	441 – 487	325.0 – 358.9	647 – 715	476.8 – 527.0	751 – 830	553.5 – 611.7
	M24x3	553 – 611	407.6 – 450.3	812 – 898	598.4 – 661.8	950 – 1050	700.2 – 773.9
	M27x3	816 – 902	601.4 – 664.8	1198 – 1324	882.9 – 975.8	1419 – 1569	1045.8 – 1156.4
FINE THREAD	M8x1	20.8 – 23.0	15.3 – 17.0	30.6 – 33.8	22.6 – 24.9	35.8 – 39.6	26.4 – 29.2
	M10x1.25	40.6 – 44.8	29.9 – 33.0	59.7 – 65.9	44.0 – 48.6	71.2 – 78.6	52.5 – 57.9
	M12x1.25	72.2 – 79.8	53.2 – 58.8	106 – 118	78.1 – 87.0	126 – 140	92.9 – 103.2
	M12x1.5	69.4 – 76.7	51.1 – 56.5	102 – 112	75.2 – 82.5	121 – 134	89.2 – 98.8
	M14x1.5	114 – 126	84.0 – 92.9	168 – 186	123.8 – 137.1	199 – 220	146.7 – 162.1
	M16x1.5	175 – 194	129 – 143	257 – 285	189.4 – 210.0	301 – 333	221.8 – 245.4
	M18x1.5	256 – 282	188.7 – 207.8	375 – 415	276.4 – 305.9	439 – 485	323.5 – 357.4
	M20x1.5	355 – 393	261.6 – 289.6	523 – 578	385.5 – 426.0	611 – 676	450.3 – 498.2
	M22x1.5	482 – 532	355.2 – 392.1	708 – 782	521.8 – 576.3	821 – 908	605.1 – 669.2
	M24x2	602 – 666	443.7 – 490.8	884 – 978	651.5 – 720.8	1035 – 1143	762.8 – 842.4

PREVIEW - YOUFIXTHIS.COM

5. ALARMS

This chapter contains a list of all the alarms that can be detected by the tractor's electronic control units.

5.1 ENGINE CONTROL UNIT ALARMS

The engine control unit signals any malfunctioning of the components it governs to the operator with the “MEM” warning light on the dashboard.

Faults are indicated using a system of coded flash sequences that simply identify the device affected without specifying the nature of the fault.

For a more detailed analysis of the fault detected, connect the ART to the diagnosis socket and refer to menu “4.2 ALARM LOG."

5.1.1 LIST OF ALARMS DISPLAYED ON THE INSTRUMENT PANEL (MEM WARNING LIGHT)

Display on ART	Device affected	Alarm description	System reaction
1	Overspeed alarm	The control unit has detected that the engine has exceeded 3200 rpm.	The control unit stops the engine
2	Actuator	The control unit detects a problem with the actuator	The control unit stops the engine
3	Pedal throttle	The control unit detects a problem with the accelerator pedal	The control unit stops the engine
4	Engine speed sensor (pick-up)	The control unit detects a problem with the engine speed sensor (pick-up)	The control unit stops the engine
5	EEPROM	The control unit detects a problem with the EEPROM	The engine continues to operate but with the default settings
6	Wheel speed sensor	The control unit detects a problem with the wheel speed sensor	The engine works properly, but its top speed is limited to 1500 rpm
7	Belt alarm	Alarm available but not utilized.	
8	Hand throttle	The control unit detects a problem with the hand throttle	The engine works properly
9	HML and PTO solenoid valves	The control unit detects a problem with the solenoid valves of the HML unit and rear PTO	The engine works properly. The M speed is selected and it is not possible to change to L or H speeds.
10	Wheel 2-speed sensor	The control unit detects a problem with the wheel speed sensor 2	The engine works properly, but its top speed is limited to 1500 rpm
11	Configuration error or incongruous wheel speed sensor signals	The control unit detects that the speed configuration parameter has been changed or the wheel speed sensor signals are not congruous	The engine works properly, but its top speed is limited to 1500 rpm

5.1.2 LIST OF ALARMS DISPLAYED ON THE INSTRUMENT PANEL (PRE-HEATING INDICATOR LIGHT)

Display on ART	Alarm description
2	The control unit detects that the pre-heating device is on, even though it shouldn't be.
3	The control unit detects that the pre-heating device is not on, even though it should be.

PREVIEW - YOUFIXTHIS.COM

Overspeed

DESCRIPTION
The control unit detects that the engine has exceeded 3200 rpm.

ECU RESPONSE
The engine is stopped.

NOTES

This alarm is activated generally when, with the tractor on a down gradient, the engine is made to operate as a brake and forced to run at higher speed.

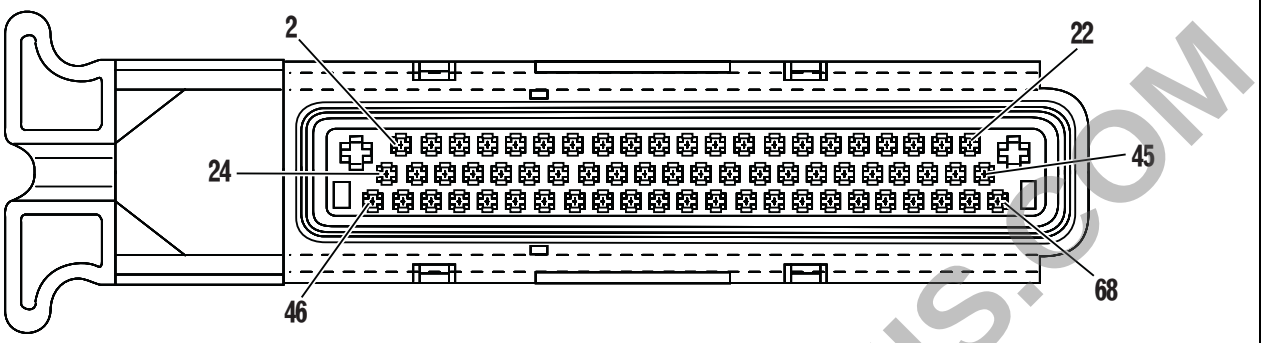
CHECK
- Turn the starter key onto “O” (OFF) and then back onto “I” (ON) and restart the engine.

PREVIEW - YOUFIXTHIS.COM

3.2 PINOUTS AND DESCRIPTIONS OF ELECTRONIC CONTROL UNITS

3.2.1ENGINE CONTROL UNIT (CODE 2.8519.054.0/40)

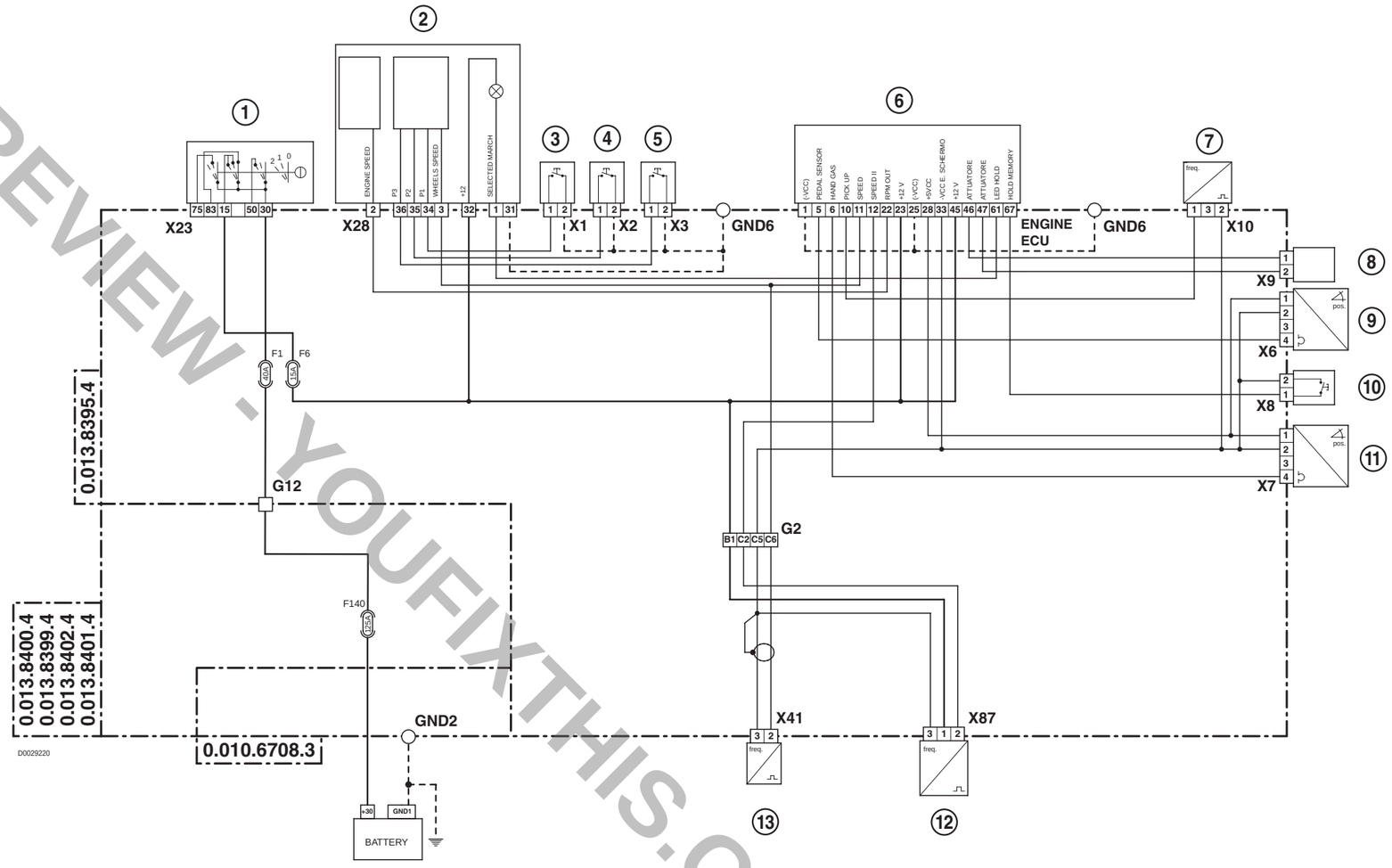
ENGINE ECU CONNECTOR



Pin	Volts.	Abbreviation	Description
1			Battery negative
2			Engine temperature sensor power (-)
3			Input, engine temperature signal
4			Not utilised
5			Input, accelerator pedal sensor signal
6			Input, hand throttle sensor signal
7			Not utilised
8			Not utilised
9			Not utilised
10			Input, engine speed pickup
11			Input, wheel rotation sensor 1 signal
12			Input, wheel rotation sensor 2 signal
13			Not utilised
14			Not utilised
15			Not utilised
16			Not utilised
17			Not utilised
18			Not utilised
19			Not utilised
20			Not utilised
21			Not utilised
22			Digital output, engine speed
23	+12V		Battery positive
24			Not utilised
25	0V		Battery negative
26			Not utilised
27		TxD	ISO 9141 serial interface (Diagnostics connector)
28	+5V		+5V reference voltage for signal on pins 5 and 6
29		RxD	ISO 9141 serial interface (Diagnostics connector)
30			Not utilised

PREVIEW - YOUFIXTHIS.COM

4.4 ELECTRONIC ENGINE CONTROL (ELCTRONIC GOVERNOR CAB VERSION)



1 Starter switch
2 Analogue instrument panel
3 Engine governor display pushbutton
4 Engine governor reset pushbutton
5 Pulsante selezione display
6 Electronic engine control unit
7 Engine speed sensor
8 Actuator
9 Accelerator pedal position sensor
10 Memory pushbutton
11 Hand throttle position sensor
12 Wheel speed sensor 2
13 Wheel speed sensor 1

PREVIEW - YOUFIXTHIS.COM
Download full manual at youfixthis.com

4. COMMISSIONING THE TRACTOR

4.1 INTRODUCTION

This chapter contains all the information required to establish or restore correct operation of the tractor's various electronic systems.

Whenever an electronic control unit of the tractor is changed or a calibration-sensitive electronic component replaced, the tractor must be put into service as if from new.

The necessary procedures must be carried out by a skilled technician, who in turn must follow the instructions in the manual precisely.

4.2 RENEWAL OF ENGINE CONTROL UNIT

NOTE

These procedures refer to tractors with the EURO2 engine fitted with the control unit code 2.8519.054.0 with software release EC0054AF and the heater as the pre-heating device.

Each time the engine control unit is renewed, the Technician must carry out these operations:

1 - Set installed engine type
2 - Calibrate hand throttle
3 - Calibrate accelerator pedal
4 - Configure for HML (only for machines with HML)
5 - Configure type of pre-heating.
6 - Configure wheel parameter (only for machines type approved at 30 km/h
7 - Calibrate idling speed
8 - Cancel alarms

To perform the configuring and calibration, connect the ART to the connector on the right-hand side of the dashboard, then select the engine control unit from the “AVAILABLE TESTS” menu and proceed as described.

4.2.1 SETTING TYPE OF ENGINE INSTALLED

1 - From the main menu, press “**1**” to bring up the “ENGINE” menu.

				M	A	I	N		M	E	N	U		
1		E	N	G	I	N	E							
2		H	M	L										
3		P	R	E	H	E	A	T	I	N	G			
4		A	L	A	R	M	S							
5		C	A	L	I	B	.	R	U	O	T	E		
6		W	H	E	E	L	S							
7		P	T	O										
					S	E	L	E	C	T	_			
					E		E	X	I	T				

PREVIEW - YOUFIXTHIS.COM

				M	O	N	I	T	O	R					
E	N	G	I	N	E		T	Y	P	E				x	x
M	I	N	.	R	P	M							x	x	x
M	A	X	.	R	P	M						x	x	x	x
M	I	N	.	C	U	R	R	.					x	x	x
M	A	X	.	C	U	R	R	.				x	x	x	x
D	R	O	O	P										x	x
A	C	T	U	A	L		R	P	M						x
A	C	T	U	A	T	O	R		I					x	x
A	C	C	.		P	E	D	A	L			x	x	x	x
E	N	G	.		T	E	M	P	.			x	x	x	x
E	N	G	.		P	O	W	E	R					x	x
B	A	T	T	E	R	Y			x	x	x	x	x	m	V
			E		E	X	I	T							

1.3 MONITOR

This screen permits accessing the control menu for the engine governor parameters.

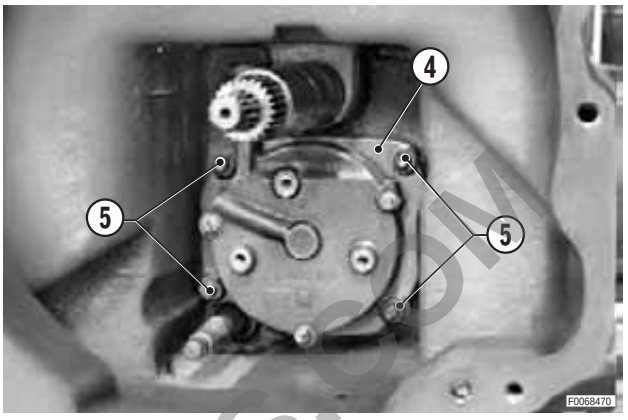
- **ENGINE TYPE:** engine identification code
- **MIN. RPM:** minimum engine speed
- **MAX. RPM:** maximum engine speed
- **MIN.CURR.:** current supplied to the actuator to keep the engine running.
- **MAX.CURR.:** maximum current of the engine control unit.
- **DROOP:** parameter that regulates engine speed variation in accordance with the load.
- **ACTUAL RPM:** rcurrent engine speed
- **ACTUATOR I:** current supplied to the actuator (mA)
- **ACC.PEDAL:** accelerator pedal position
- **ACC. MANUAL:** hand throttle position
- **ENG.POWER:** engine temperature
- **BATTERY:** battery voltage.

Press E to exit.

PREVIEW - YOUFIXTHIS.COM

Checking the reduction unit end float

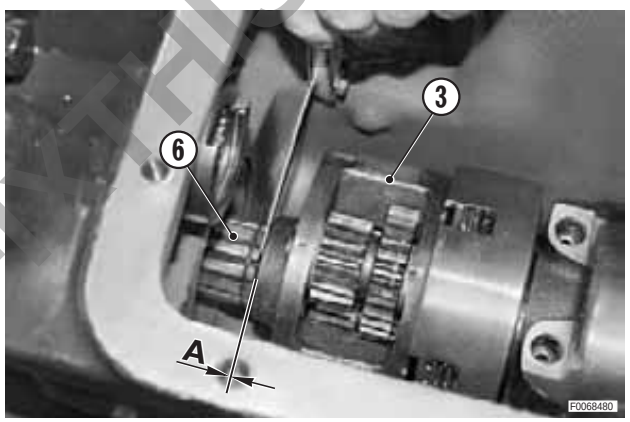
1 - Install temporarily the spacer (2), planet carrier (3) and the HML unit (4) in the clutch housing (1), and secure them in position with the nuts (5).

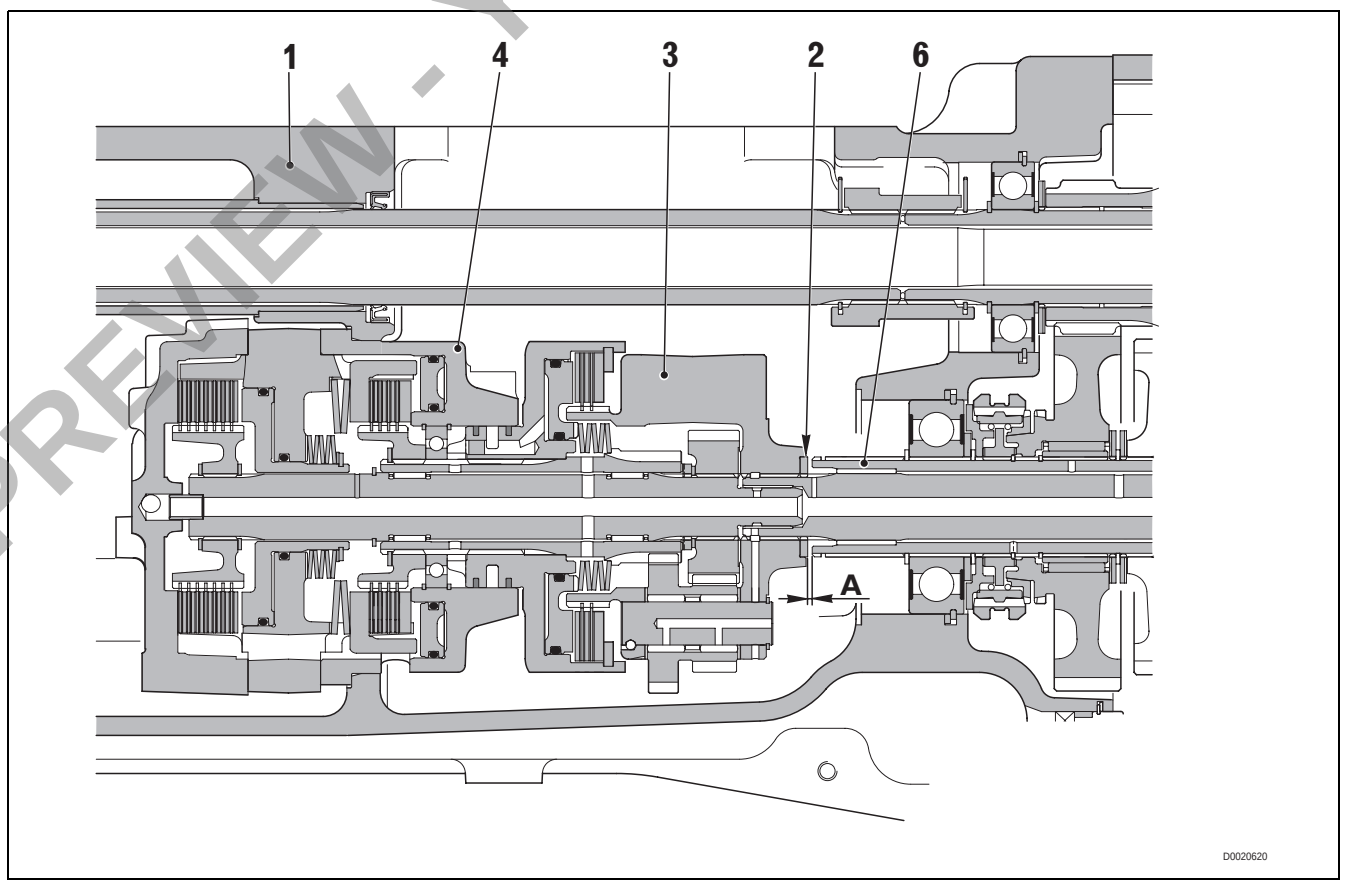


2 - With a feeler gauge, check that the residual clearance "**A**" between the spacer (2) and the secondary shaft (6) is within the specified limits.

★ Normal clearance "**A**": 1 to 1.15 mm

3 - If the clearance is not within the specified tolerance limits, adjust it by fitting a different spacer (2).





PREVIEW - YOUFIX-THIS.COM

PREVIEW - YOUFIXTHIS.COM

INTRODUCTION

The purpose of this workshop manual is to provide instruction for repair technicians and a practical guide to improving the quality of repairs.

This manual enables repair technicians to acquire a thorough knowledge of the machine, indicating the correct methods for fault diagnosis, for working in safety and for accurate dimensional checks and visual inspections. The instructions also indicate the products to use, the tightening torques and the adjustment data.

The technical material contained in this manual is reserved to Authorised Dealers and Service Centres who will be duly informed of any technical changes to the machines in question through the issue of documents regarding modifications, updates and supplements for optional equipment.

All technicians and their colleagues are expressly forbidden from reproducing any part of this manual in any form or from communicating the contents to third parties without the express written permission of the Manufacturer, who remains the sole owner of this document with all rights reserved in accordance with applicable laws.

SAFETY NOTES

To ensure that machines entrusted to Authorised Service Centres for repair or overhaul continue to function correctly, it is very important that all repair work is carried out in the prescribed manner.

The procedures for checks and repairs indicated in this manual are safe and effective.

Some of the operations described require the use of special tools and equipment: these tools have been designed for a specific purpose and may ordered directly from the Manufacturers.

DO NOT USE MAKESHIFT TOOLS; not only is there is risk of personal injury, but such tools are rarely suited to the purpose for which they are used.

To prevent injury to operators, the symbols ⚠ and ⚠ are used in this manual to indicate the safety precautions required. The warnings accompanying these symbols must always be adhered to carefully.

In potentially hazardous situations, always give priority to personal safety and take the necessary actions to eliminate the danger.

GENERAL SAFETY RULES

1 - Even if you have a thorough knowledge of the machine as regards its components, operation and controls, always take particular care when carrying out the following operations. Remember that the machine you are working on is in need of repair or overhaul and consequently may not always behave as expected.

2 - Before starting work, clean the machine thoroughly to remove all mud, dust and road dirt. Also clean the cab to remove all traces of oil, snow and ice from the access steps and grab rails.

3 - When climbing up to or down from the cab, always ensure you maintain three points of contact at a time (foot or handholds) in order to keep your balance and prevent accidental falls.

4 - Always take special care when carrying out fault diagnosis operations; these operations often require two persons, who must never stand in front of the wheels when the engine is running.

5 - When carrying out checks and repairs, wear close-fitting clothing, safety goggles and protective gloves that are suitable for the task (cleaning, draining fluids, repairs).
When working near moving parts, long hair should be gathered up and secured safely under a cap to prevent the risk of entanglement and sever injury.

6 - Do not allow anyone who is not directly involved in the work to come near the machine; ensure that they remain at a safe distance.

7 - Keep well clear of moving parts; when the engine is running, some moving parts are not easily visible and therefore present a risk of entanglement, even if protected by safety guards.

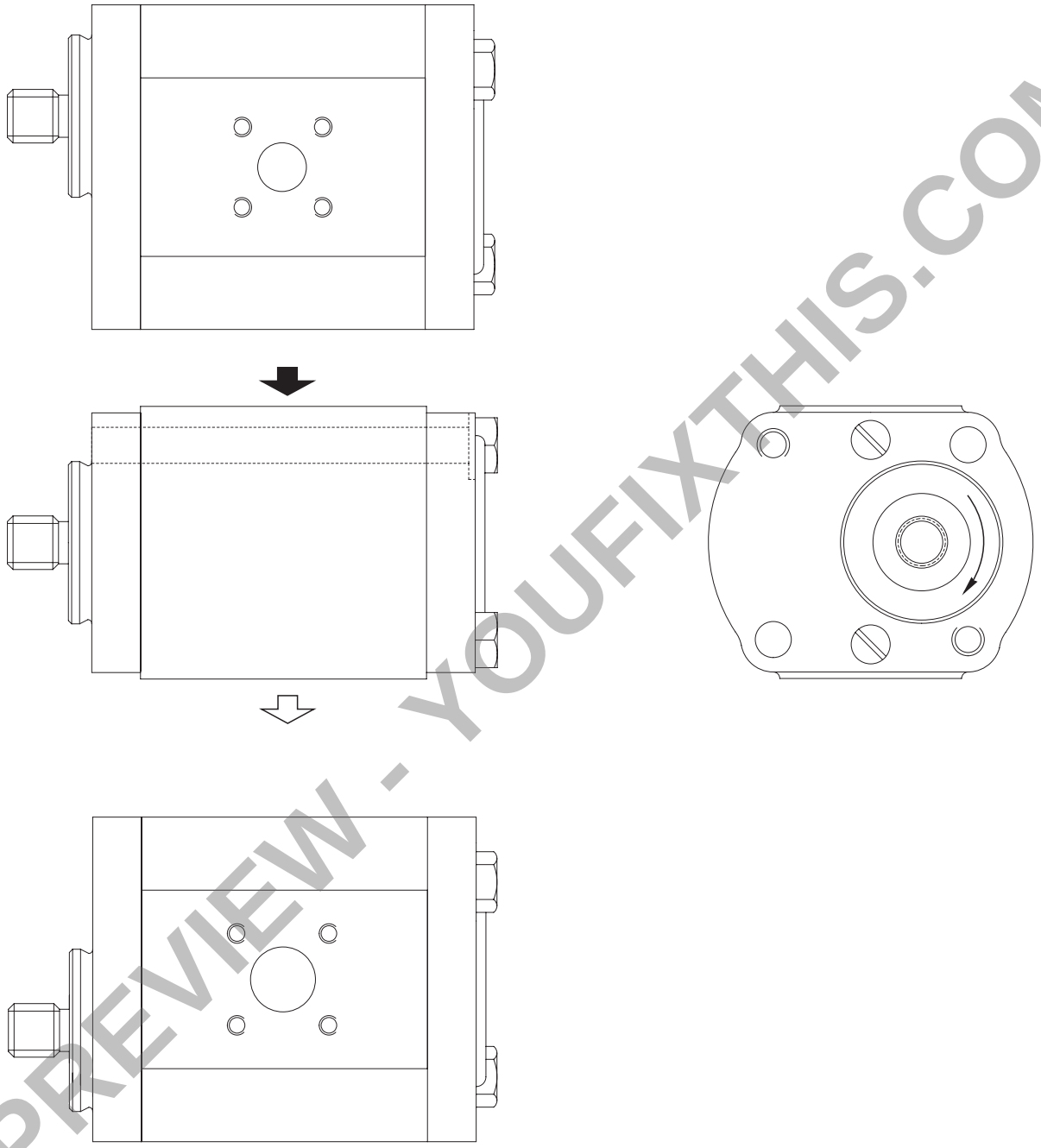
8 - Ensure that the area is well ventilated before starting the engine in order to avoid the formation of dangerous concentrations of toxic gases; always connect suitable fume extraction equipment to the exhaust pipe.

PREVIEW - YOUFIXTHIS.COM

PREVIEW - YOUFIXTHIS.COM

5.3 LIFT CIRCUIT GEAR PUMP

5.3.1 PUMP FOR STANDARD VERSIONS (22.5 cc/rev)



D0021770

CHARACTERISTICS
Displacement: 22.5 cc/rev
Maximum operating pressure: 190 bar
Maximum flow rate: 53.5 ℓ /min at 2200 rpm
Direction of rotation: right

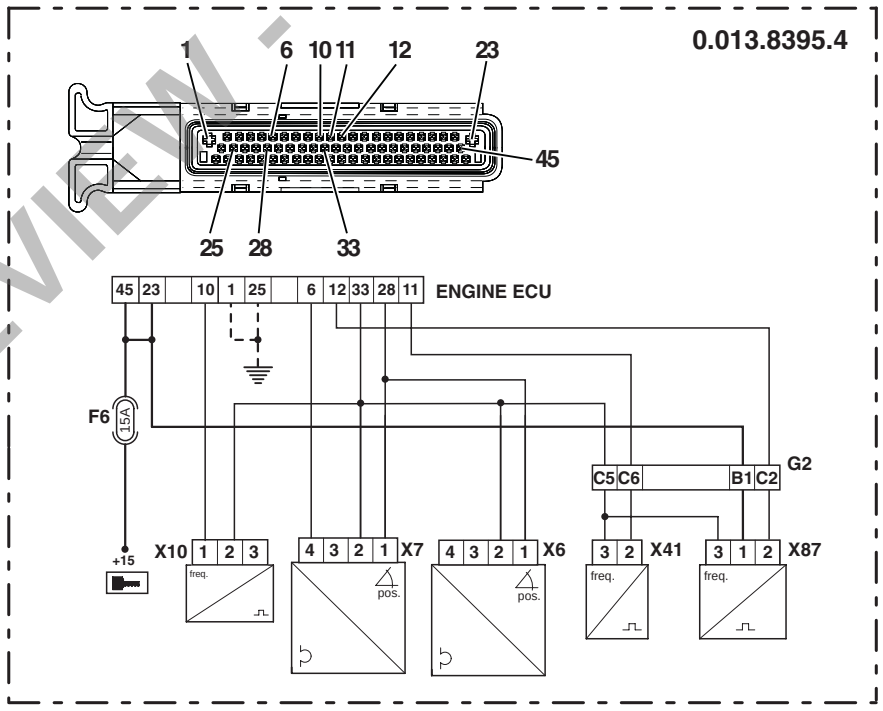
PREVIEW - YOUFIXTHIS.COM

Accel.Pedal S.C.

DESCRIPTION
The control unit detects that the pedal throttle potentiometer is short-circuited.

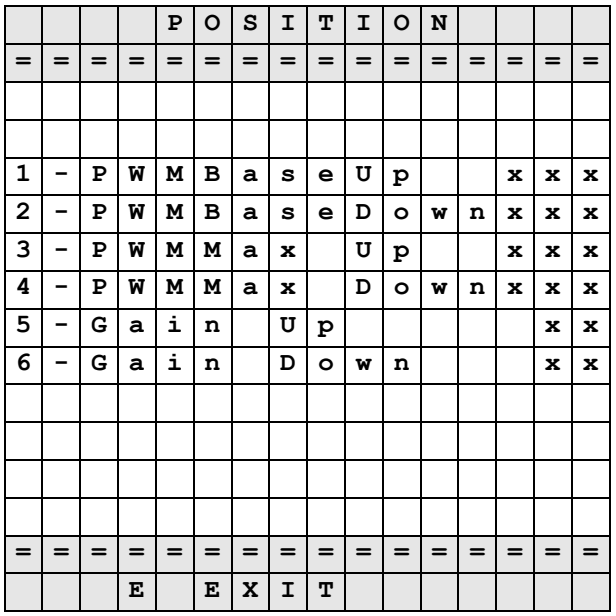
ECU RESPONSE
The engine continues to operate but the pedal throttle does not work.

CHECK
- Check that the contacts on the “X6” connector of the pedal throttle potentiometer and “ENGINE ECU” on the engine control unit are not oxidized and are firmly secured.
- With the starter key in the “O” (OFF) position and the “ENGINE ECU” connector disconnected from the control unit, connect a test meter to pin 4 of connector “X6” and to chassis earth, and measure the resistance to verify that there are no short circuits to earth (meter reading: infinity).
- With the starter key in the “O” (OFF) position and the “ENGINE ECU” connector disconnected from the control unit, connect a test meter to pin 4 and pin 2 of connector “X6” and measure the resistance to verify that there are no short circuits to earth (meter reading: infinity).
- With the starter key in the “O” (OFF) position and the “ENGINE ECU” connector disconnected from the control unit, connect a test meter to pin 4 and pin 1 of connector “X6” and measure the resistance to verify that there are no short circuits to earth (meter reading: infinity).
- With the starter key in the “I” (ON) position and the “ENGINE ECU” connector disconnected from the control unit, connect a test meter to pin 4 of connector “X6” and to chassis earth, and verify that there are no short circuits to a positive supply (meter reading: 0V).
- Check the hand throttle potentiometer works properly (for the technical details see unit 40).
- Clear all alarms, turn the starter key first to “O” (OFF) and then back to the “I” (ON) position again, and if the alarm is still present, the control unit must be renewed.



D0028760

PREVIEW - YOUFIXTHIS.COM



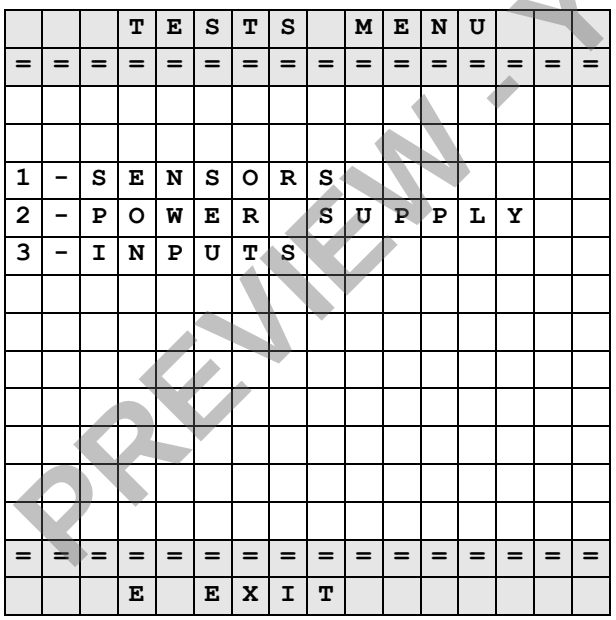
2.3 POSITION

On this screen you can display the lift operating values in position control mode.

The values are the following:

Magnitudes	10N	10S
PWM BaseUp	315	315
PWM BaseDown	310	320
PWM MaxUp	600	600
PWM MaxDown	600	600
Gain Up	10	10
Gain Down	50	50

Press E to exit.



3. TESTS

1 - Sensors: to check the sensors work properly.

2 - Power supply: to check the control unit output supply.

3 - Inputs: to check the inputs work properly.

Press E to exit.

PREVIEW - YOUFIXTHIS.COM

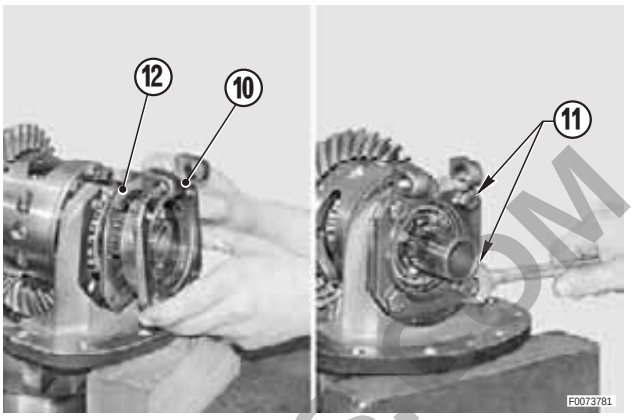
13 - Calculate the thickness "**H**" of the shim pack (12) by subtracting from the value "**T**", calculated in point 9, the shim thickness installed under the flange (7).
Example: **H** = **T** – 1.00 = 1.40 –1.00 = 0.40 mm

14 - Form a shim pack (12) of thickness "**H**", install it with the flange (10) and secure it by tightening down the bolts (11).

★ While tightening the bolts, rotate the differential to ensure that the bearings (5) and (6) run smoothly.

Bearing: oil

15 - Rotate the pinion and crown wheel in both directions to help seat the bearings (5) and (6) and check, as described in points 7 and 8, that the differential has no end float.



16 - Using a feeler gauge "**A**", check that the dimension "**D**" between the end face of the pinion (13) and the differential housing (1) is correct within a tolerance limit of ±0.10 mm.

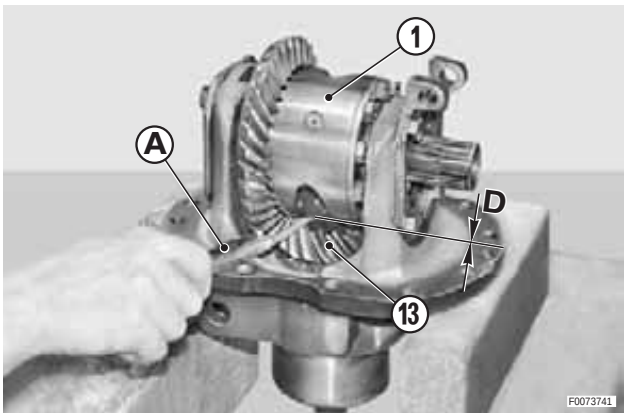
Distance "**D**" = theoretical distance + value "**K**"
Where:
Theoretical distance = 1.00 mm
Value K = value stamped on pinion tooth.

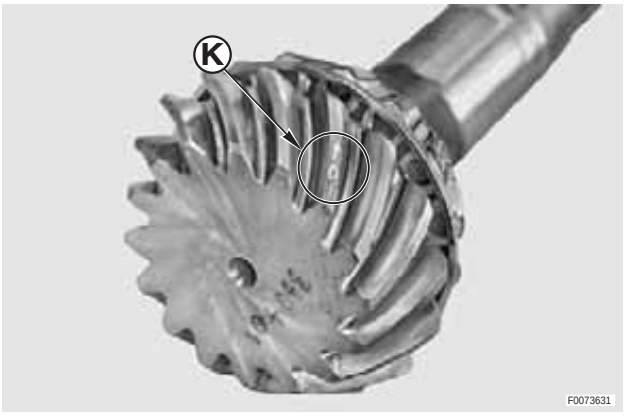
★ **Example 1** (positive "**K**" value)

Theoretical distance = 1.00 mm
K = + 0.10 mm
D = 1.00 + 0.10 = 1.10 mm
Valid values: 1.00 to 1.20 mm

★ **Example 2** (negative "**K**" value)

Theoretical distance = 1.00 mm
K = -0.2 mm
D = 1.00 – 0.20 = 0.80 mm
Valid values: 0.70 to 0.90 mm



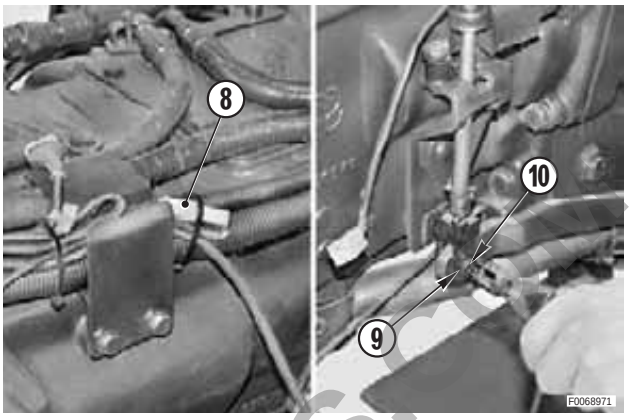


PREVIEW - YOUFIXTHIS.COM

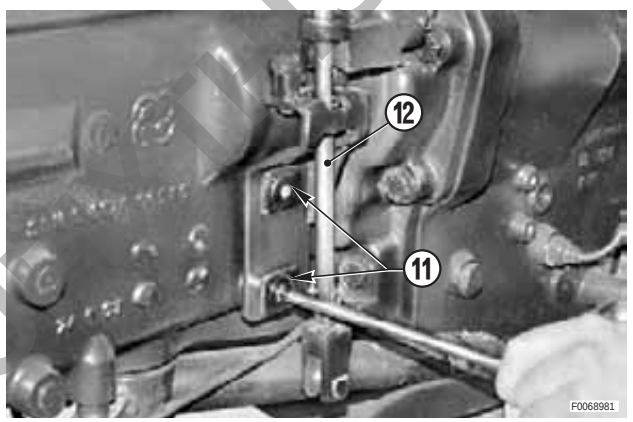
• For all versions

7 - Disconnect the connector (8) of the parking brake sensor.

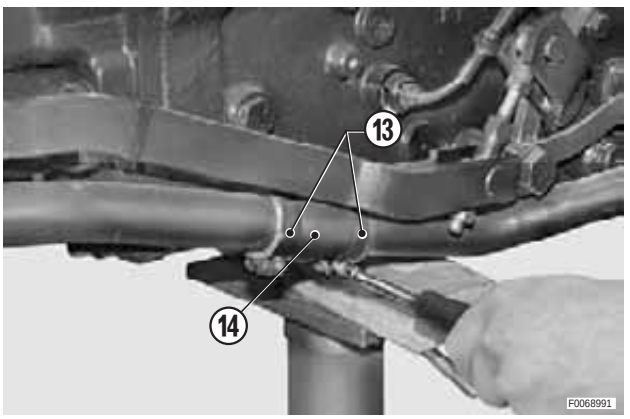
8 - Remove the circlip (9) and remove the pin (10).



9 - Remove the screws (11) and remove the parking brake control rod (12).

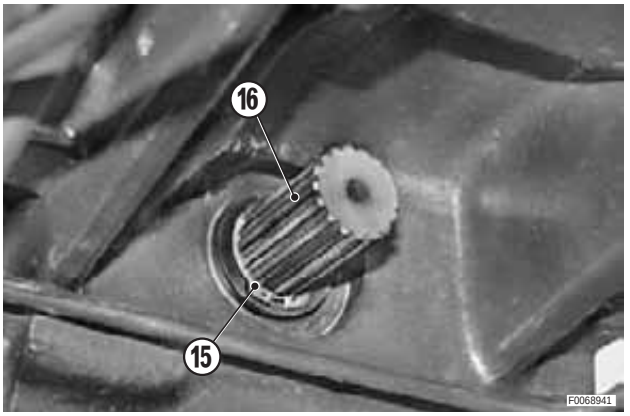


10 - Loosen the clips (13) and move the hose (14) towards the rear of the transmission.



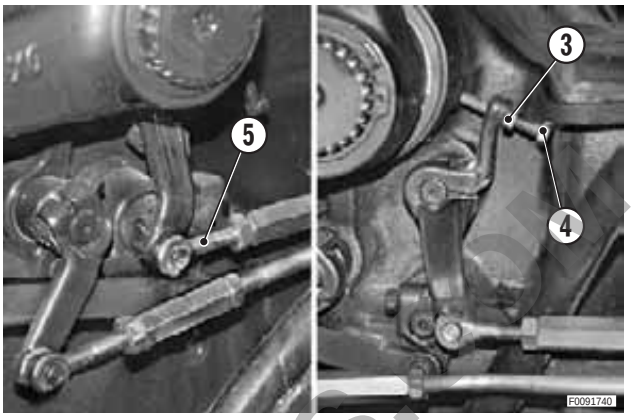
• For versions with hydraulic 4WD control only

11 - Remove the circlip (15) from the 4WD drive output shaft (16) from the transmission.

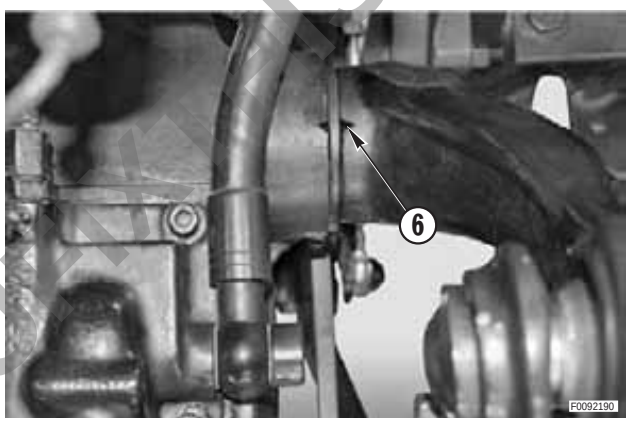


PREVIEW - YOU

4 - Lock tie rod (5) at the correct length and tighten screw (4) until it locates against the lift unit body, then immobilise it with nut (3).

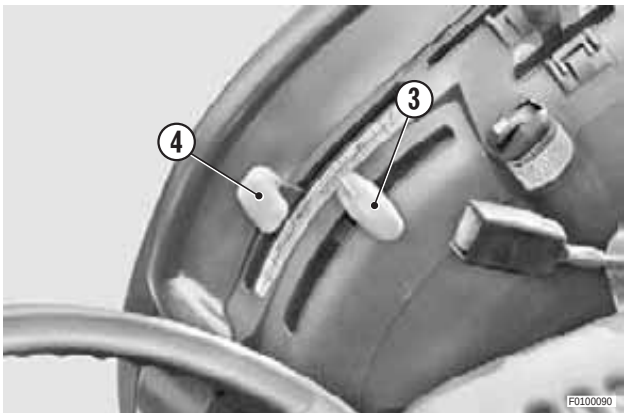


5 - Check alignment of reference notches (6) shifting the yellow lever towards the float position and then returning the lever to the maximum lift position.
If the adjustment has been made correctly, the notches (6) must be aligned.

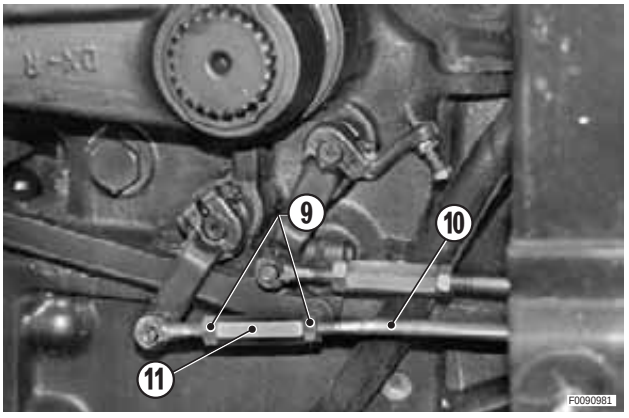


2. Adjusting the control lever (Green)

1 - Bring yellow lever (4) to the "**CONTR**" position on the sector; check that moving green lever (3) from position "**12**" towards position "**O**", the arms start lifting in correspondence with position "**4.**"



2 - If this condition is not fulfilled, loosen nuts (9) and adjust the length of tie rod (10) with tensioner (11).
After making the adjustment, lock the position with the nuts (9).



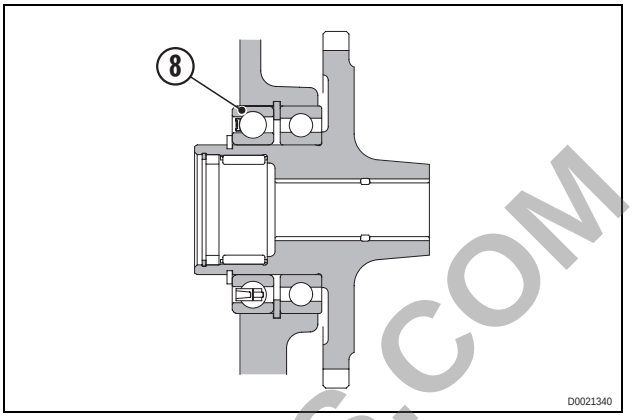
PREVIEW - YOUR MANUAL IS READY

Assembly

- To assemble, follow the disassembly steps in reverse order.

※ 1

★ Check that the bearing (8) is installed the right way round.



PREVIEW - YOUFIXTHIS.COM

Connector	Wiring code	Connection wiring or component code	Component description
X84	0.012.0102.4	0.012.0104.4	Control valve operating lever
X85	0.012.0102.4	0.012.0104.4	Control valve operating lever
X86	0.012.2756.3	2.3729.340.0/30	Front PTO solenoid valve
X87	0.013.8395.4/20	0.010.5612.0/10	Wheel speed sensor 2
X88	0.010.2147.2	0.010.2121.1	Electric fan
X88	0.010.2153.2	0.010.2121.1	Electric fan
X89	0.010.2147.2	0.010.2122.0	Resistor
X89	0.010.2153.2	0.010.2122.0	Resistor
X9	0.013.8395.4/20	0.007.0992.4/60	Actuator
X90	0.010.2147.2	0.009.4743.1	Fan speed selector switch
X90	0.010.2153.2	0.009.4743.1	Fan speed selector switch
X91	0.010.2153.2	0.009.4744.1	Air conditioning control thermostat
XF	0.012.0101.4	2.7659.220.0	Float switch
XS	0.012.0101.4	2.7659.218.0	Stabilizer button
XT	0.012.0101.4	2.7659.219.0	Link rod button

PREVIEW - YOUFIXTHIS.COM

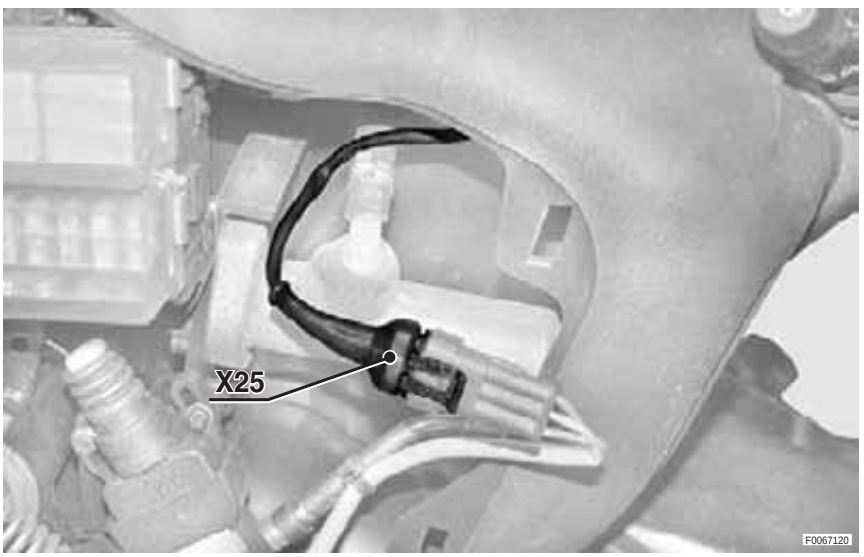
16



17

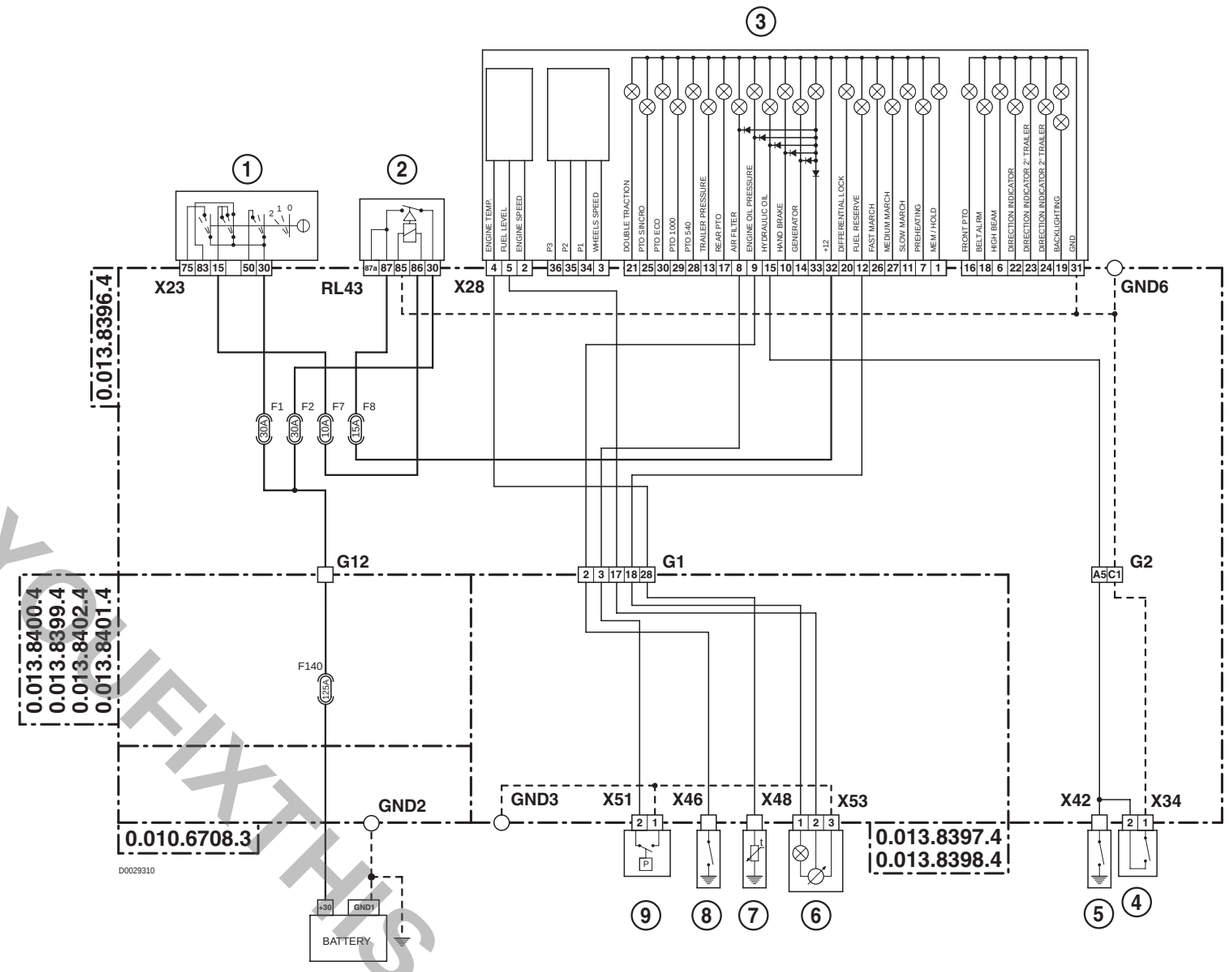


18



PREVIEW - FIXTHIS.COM

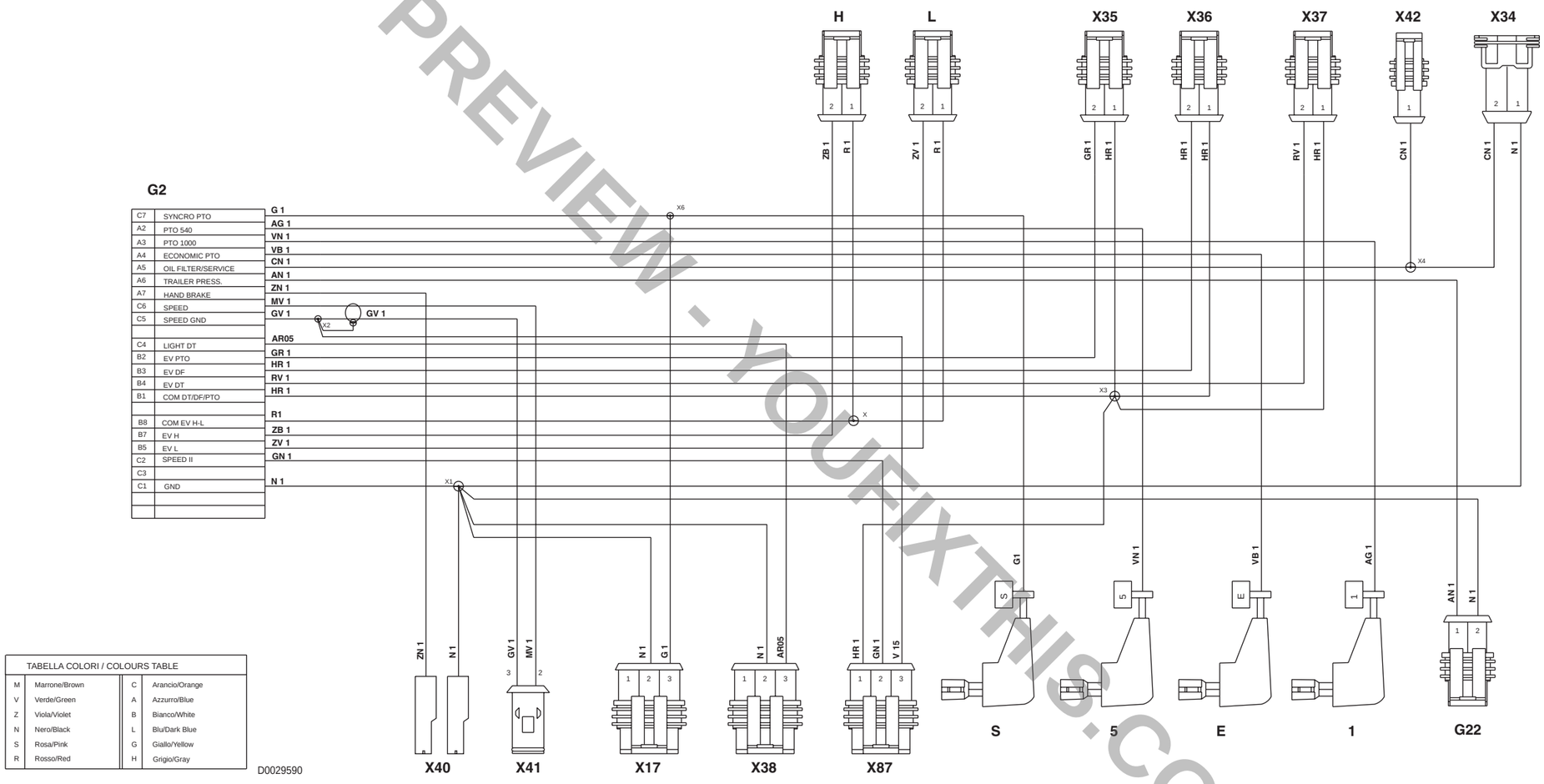
4.12 INSTRUMENT PANEL (MECHANICAL GOVERNOR CAB VERSION)



1 Starter switch
2 Key positive supply relay
3 Analogue instrument panel
4 Clogged oil filter sensor
5 Services circuit alarm pressure switch
6 Fuel level sensor
7 Engine temperature sensor (for instrument)
8 Engine oil pressure switch
9 Air cleaner clogged sensor

PREVIEW - YOUFIXTHIS.COM
Download full manual at youfixthis.com

REAR WIRING (VERSION WITH ELECTRONIC GOVERNOR) (2/2)



PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

PREVIEW ONLY

You're viewing 25 of 775 pages

The full manual includes:

- All 775 pages, complete
- Searchable PDF (find any keyword)
- No watermarks
- Instant download
- Print-ready quality

GET FULL MANUAL NOW

Same DORADO S 70, DORADO S 75, DORADO S 90, DORADO S 100, DORADO V 70, DORADO V 75, DORADO V 90, DORADO V 100 WORKSHOP MANUAL



Scan or click anywhere
youfixthis.com

Click anywhere on this page to get the full manual