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TABELLA COLORI / COLOURS TABLE			
M	Marrone/Brown	C	Arancio/Orange
V	Verde/Green	A	Azzurro/Blue
Z	Viola/Violet	B	Bianco/White
N	Nero/Black	L	Blu/Dark Blue
S	Rosa/Pink	G	Giallo/Yellow
R	Rosso/Red	H	Grigio/Gray

H₂O 0.008.0402.3 — ARIA 007.6872.4 / 008.0403.3

+ 12 V RISCALDAMENTO / + 12 V Heating Group — A30

INTERRUTTORE AVVIAMENTO / Start Switch — CA COD.

LAMPEGGIATORE / Flash Light — A25 COD.

PRESA INTERNO CABINA / Power Supply Internal Socket — A19

+12 V CABINA / +12 V Cab — A29

MASSA / Ground — MS

CENTRALINA PRERISCALDO / COD. — A40

ENT. CONSENSO AVVIAMENTO / Start Consent — A43

INTERRUTTORE EMERGENZA / Emergency Switch — A26

009.7681.4 — 010.0181.4 — A35

AL CABL.REG. ELETTR.	TO ELECTR.REG.WIRING	
1	GND	GND	N 1.5
2	+12 VOLT	+12 VOLT	R 1.5
3			
4			
5	CHIUDERE-CLOSED AMP.1-640415/0		
6			

COD. — A16

AL DEVIOLUCI	TO LIGHTS COMAND	
1	+12 VOLT	+12 VOLT	R 2.5
2	POSIZIONI	POSITION LIGHTS	G 2.5
3	ANABBAGLIANTI	LOW BEAM LIGHTS	H 1.5
4	ABBAGLIANTE	BEAM LIGHTS	VN 1.5
5	+12 VOLT	+12 VOLT	R 2.5
6	CLACSON	HORN	Z 1
7	COMUNE DIREZ.	DIRECTION COM.	B 1
8	DIREZIONI DX	RIGHT DIRECTIONS	A 1
9	DIREZIONI SX	LEFT DIRECTIONS	AN 1

VEDI TAV.5 — A17

AL CABL.STRUMENTI	TO INSTRUMENTS WIRING	
1	POSIZIONI	POSITION LIGHTS	GN 0.5
2	INDIL.V.CARBUR.	FUEL LEVEL INDICATOR	C 0.5
3	+12 V LAMPEGGIANTE	+12 V FLASHING LIGHT	VG 1.5
4	FARI LAV.POST.	BACK WORK LIGHTS	GR 1
5	FARI LAV.ANT.	FRONT WORK LIGHTS	GR 1.5
6	SPOT	SPOT LIGHT	HR 1
7	+12 VOLT	+12 VOLT	MB 1
8	GND	GND	N 0.5
9	FARI BASSI	LOW FRONT WORK LIGHT	RV 1
10	"W"	"W"	BR 1
11	IND.TEMPERATURE	TEMPERATURE IND.	R 1
12	OUT LAMPEGGIANTE	OUT FLASHING LIGHT	VG 1.5

008.0400.3 — A8

AL CABL.AEREO CABINA	TO AIR CAB WIRING	
1	DIREZIONI DX	RIGHT DIRECTIONS	A 1
2	DIREZIONI SX	LEFT DIRECTIONS	AN 1
3	POSIZIONI	POSITION LIGHTS	G 1.5
4	POSIZIONI	POSITION LIGHTS	GN 1
5	CHIUDERE-CLOSED AMP.1-640415/0		
6	POMPA TERGI POST.	BACK GLASS WASHER	RV 0.5
7	LAMPEGGIANTE	FLASHING LIGHT	VG 1.5
8	FARI BASSI	LOW FRONT WORK LIGHT	V 1.5
9	FARI BASSI	LOW FRONT WORK LIGHT	V 1.5

COD. — A13

AL CHECK PANEL		
1	POSIZIONE	POSITION LIGHTS	GN 0.5
2	ABBAGLIANTI	LOW BEAM LIGHTS	VN 0.5
3	+12 VOLT	+12 VOLT	MB 1
4	RISERVA	RESERVE LIGHT	HN 1
5	ALTERNATORE	GENERATOR	L 1
6	PRESS.OLIO MOT.	OIL ENGINE PRESSURE	N 1
7	DIR.O RIM.	R TRAILER LIGHT	Z 1
8	DIREZIONI	DIRECTIONS	RN 0.5
9	DIR.I RIM.	L TRAILER LIGHT	AR 0.5
10	GND	GND	N 1
11	INT.F.ARIA	AIR FILTER OBSTRUC.	B 1
12	PRERISCALDO	COLD START LIGHT	S 1
13	DT	4 WHEEL DRIVE	AR 1
14	PTO ANTERIORE	FRONT SIDE PTO	MN 1
15	+12 VOLT	+12 VOLT	MB 1

008.0612.4 — A1

AL CABL.SOTTOTAPPETO	TO UNDER CARPET WIRING	
1	POSIZIONI	POSITION LIGHTS	G 1.5
2	POSIZIONI	POSITION LIGHTS	GN 1
3	+12 VOLT	+12 VOLT	R 1
4	OLIO FRENI	BRAKES OIL	NZ 1
5	POMPA TERGI ANT.	FRONT GLASS WASHER	LR 1
6	+12 VOLT	+12 VOLT	MB 1.5
7	+ PTO ANTERIORE	+ FRONT PTO	MN 1
8	CONSENSO PTO	PTO CONSENT	MV 1
9	SPIA DT	DT LIGHT	AR 1
10	LIVELLO CARBUR.	FUEL LEVEL	C 0.5
11	SPIA RISERVA	FUEL LIGHT	HN 1
12	"W"	"W"	BR 1
13	+12 VOLT	+12 VOLT	M 1
14	+12 VOLT	+12 VOLT	H 1
15	CHIUDERE-CLOSED AMP.1-640415/0		

007.6831.4 — A3

AL CABL.SOTTOTAPPETO	TO UNDER CARPET WIRING	
1	CHIUDERE-CLOSED AMP.1-640415/0		BL 1
2			AN 1
3	STOP	STOP	A 1
4	DIREZIONI SX	LEFT DIRECTIONS	CB 1
5	DIREZIONI DX	RIGHT DIRECTIONS	V 1
6	POT.+	POT.+	N 1
7	POT.C.	POT.C.	RV 0.5
8	POT.-	POT.-	
9	POMPA TERGI POST.	BACK GLASS WASHER	

F.to A1

R2 — R2' — R1 — R1'

R4 — R4' — R3 — R3'

ALLA TAV.5 — A24

AL TERGI ANTERIORE	TO FRONT WIPER	
1	GND	GND	N 1
2	II VEL.TERGI	II SPEED WIPER	A 1
3	I VEL.TERGI	I SPEED WIPER	H 1
4	INT.TERGI	WIPER INTERM.	M 1
5	AZZER.TERGI	WIPER ZEROING	AB 1
6	CHIUDERE-CLOSED AMP.1-640415/0		

CABINA — A15

AL DEVIOGUIDA TERGI	TO COMAND WIPER	
1	II VEL.TERGI	II SPEED WIPER	A 1
2	I VEL.TERGI	I SPEED WIPER	H 1
3	INTERM.TERGI	WIPER INTERM	M 1
4	AZZER.TERGI	WIPER ZEROING	AB 1
5	+12 VOLT	+12 VOLT	VG 1
6	POMPA TERGI ANT.	FRONT GLASS-WASHER POUMP	LR 1

008.0400.3 — A11

AL CABL.AEREO CABINA	TO AIR CAB WIRING	
1	+12 VOLT OROL.	+12 VOLT WATCH	R 1
2	+12 VOLT	+12 VOLT	MB 1
3	SPOT	SPOT LIGHT	HR 1
4	FARI LAV.ANT.	FRONT WORK LIGHTS	Z 1.5
5	FARI LAV.ANT.	FRONT WORK LIGHTS	Z 1.5
6	FARI LAV.POST.	BACK WORK LIGHTS	M 1
7	FARI LAV.POST.	BACK WORK LIGHTS	M 1
8	COMPRESSORE	COMPRESSOR	V 1.5
9	VENTILAZIONE	VENTILATION	C 1.5
10	VENTILAZIONE	VENTILATION	C 1.5
11	+12 VOLT TERGI POST.	+12 VOLT BACK WIPER	AN 1
12			

A7

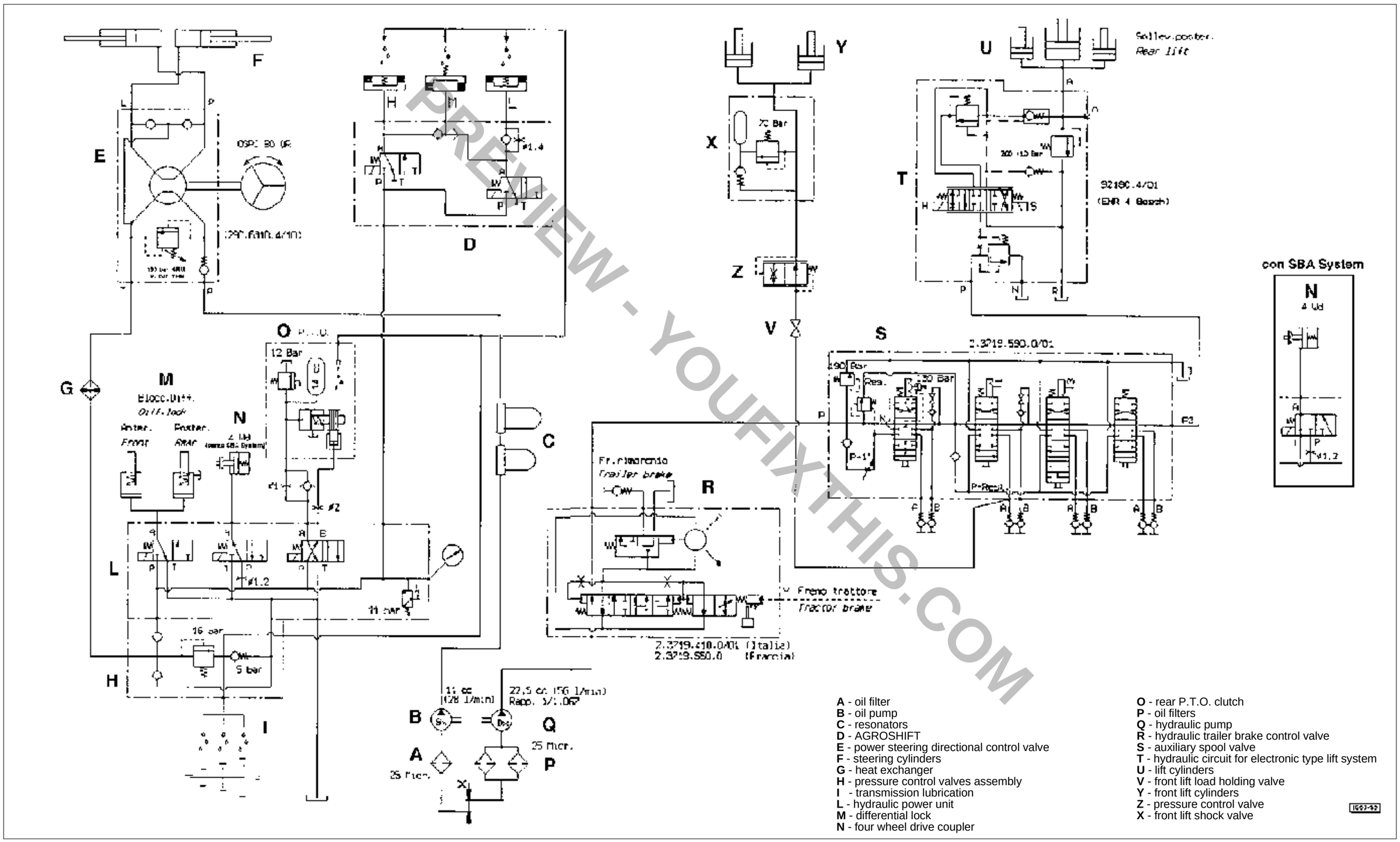
H₂O 007.7669.4 — ALLA 007.7668.4 — AL CABL.ANTERIORE / TO FRONT SIDE WIRING

H 1.5	1	ANABBAGLIANTI	LOW BEAM LIGHTS
H 1.5	2	ANABBAGLIANTI	LOW BEAM LIGHTS
VN 1.5	3	ABBAGLIANTI	HIGH BEAM LIGHTS
VN 1.5	4	ABBAGLIANTI	HIGH BEAM LIGHTS
Z 1	5	CLACSON	HORN
NZ 1	7	RIS.OLIO FRENI	BRAKES OIL RES.
AN 1	8	FILTRO 17 BAR	17 BAR FILTER
V 1.5	9	FILTRO 2-27 BAR	2-27 BAR FILTER
A 1.5	10	VENTOLA COND.	CONDITIONER FAN
L 1	12	ALTERNATORE	GENERATOR
BR 1	13	"W"	"W"
R 1	14	TEMPERATURE	TEMPERATURE
M 1	15	PRESS.OLIO MOT.	OIL ENGINE PRESS.
B 1	17	INT.FILTRO ARIA	OBSTRAIR FILTER
N 1.5	18	GND ELETTRONICA	ELECTRONIC GND
RN 1.5	21	PRERISCALDO	COLD START
RN 1.5	22	PRERISCALDO	COLD START
MN 1	23	COMPTO ANT.	FRONT PTO COM.
HN 1.5	24	START	START
HN 1.5	25	START	START
CB 1	26	POT.+	POT.+
V 1	27	POT.C.	POT.C.
N 1	28	POT.-	POT.-
	NELLE SEDI VUOTE 6-11-16-19-20-29-30-31 INSERIRE SIGILLANTI DEUTSCH COD.J4017		

S.U.1 — S.U.2 — S.U.3 — S.U.4 — S.U.5 — S.U.6 — S.U.7 — S.U.8 — S.U.10 — S.U.11

INGRESSO(IN) — FUSIBILI(FUSES) — USCITA(OUT)

BUZZER



A - oil filter
B - oil pump
C - resonators
D - AGROSHIFT
E - power steering directional control valve
F - steering cylinders
G - heat exchanger
H - pressure control valves assembly
I - transmission lubrication
L - hydraulic power unit
M - differential lock
N - four wheel drive coupler
O - rear P.T.O. clutch
P - oil filters
Q - hydraulic pump
R - hydraulic trailer brake control valve
S - auxiliary spool valve
T - hydraulic circuit for electronic type lift system
U - lift cylinders
V - front lift load holding valve
Y - front lift cylinders
Z - pressure control valve
X - front lift shock valve

IG67-93

Fig. 7 - Hydraulic circuit diagram for machine equipped with electrohydraulic controls.

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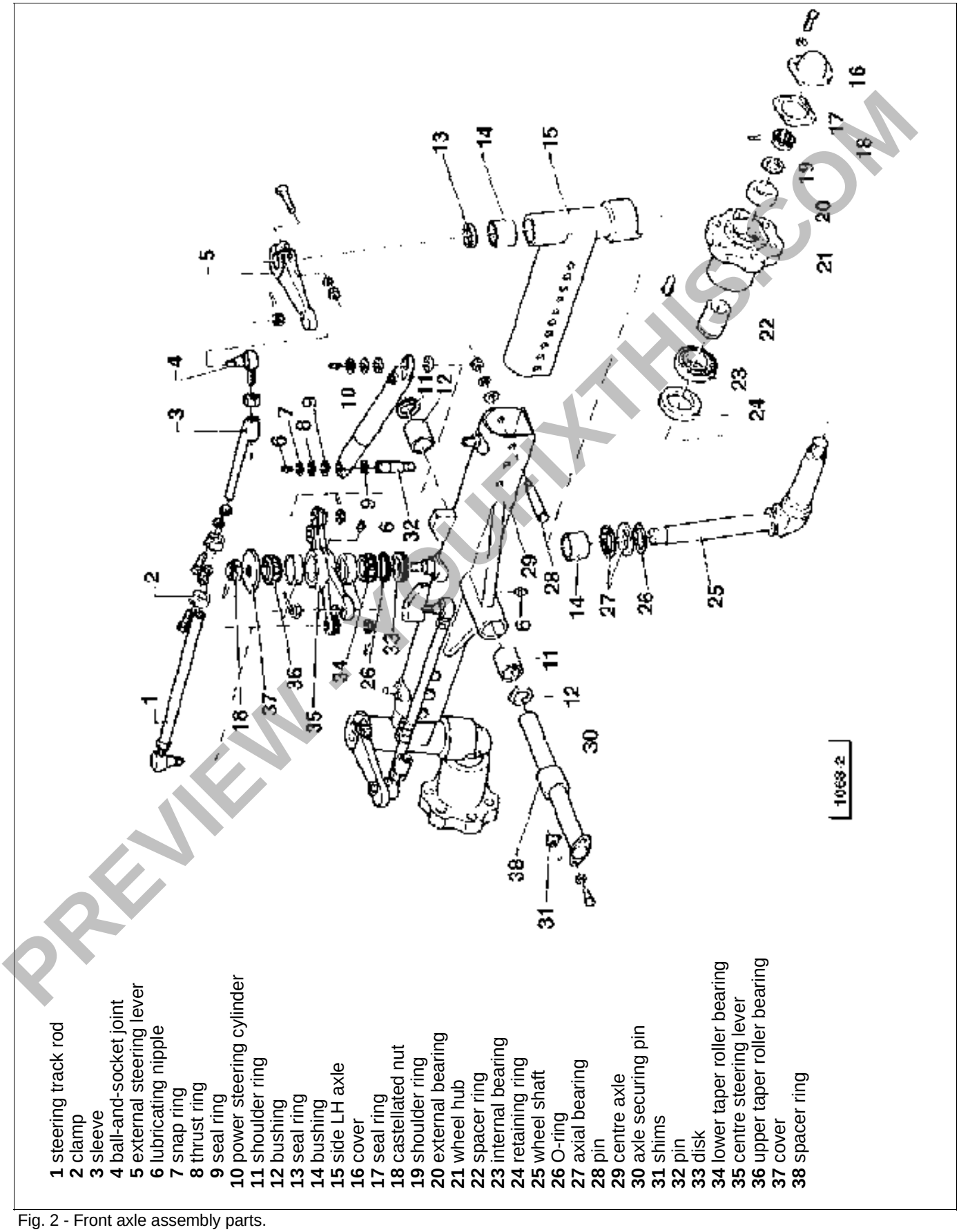


Fig. 2 - Front axle assembly parts.

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Engine air filter

If a blocked air filter indicator switch is to be replaced, make sure the new switch to be installed has same setting specifications checking the reference stamped on it.
— Aspirated engine blocked air filter indicator switch setting is 0.94 to 0.93 bar.

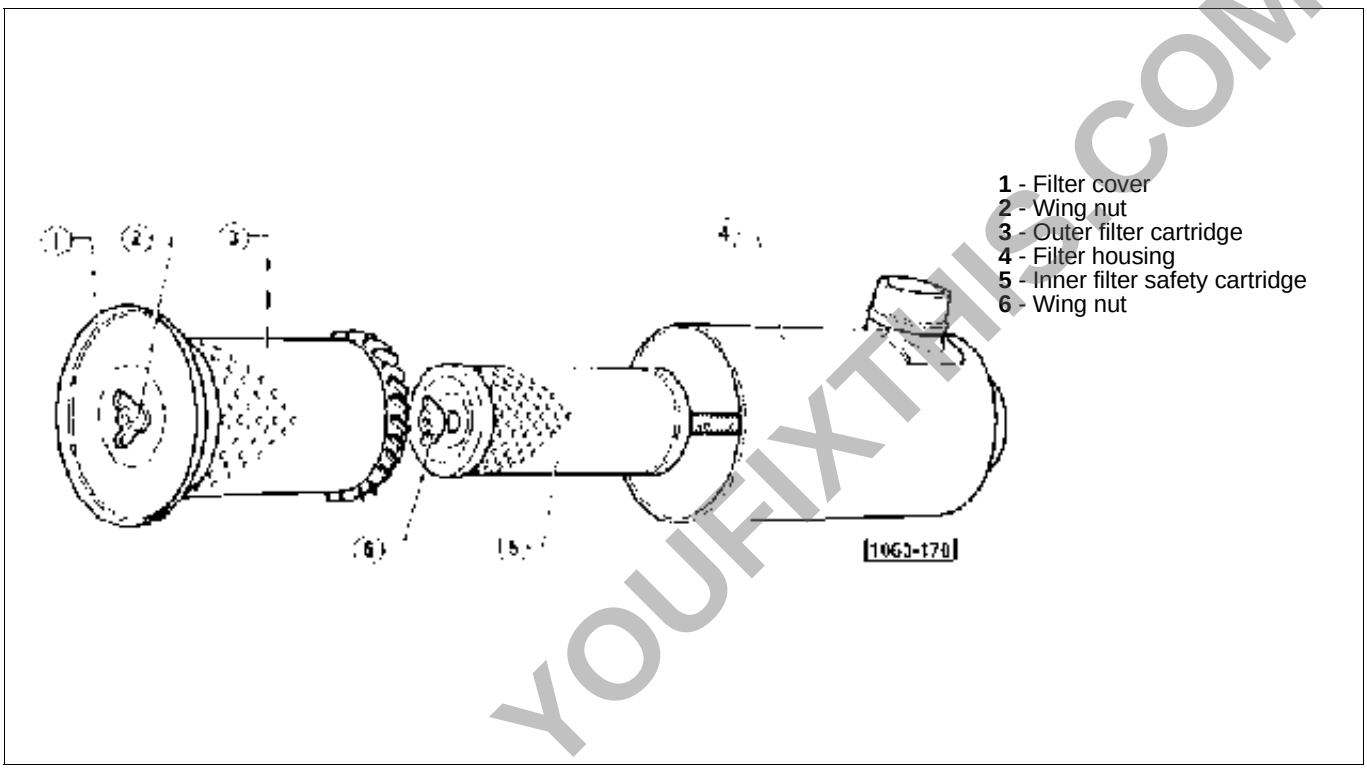


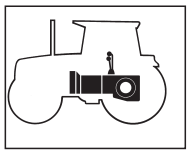
Fig. 10 - Engine air filter.

Tightening torques

Before tightening all screws should be degreased, cleaned and lubricated with engine oil.

	Kgm	Nm
engine flywheel securing screws	11	108
rocker arm support securing screws	4	39
injection nozzle bracket fixing nuts	4	39
inejction pipe fixing nuts	2,5÷3	24÷29
securing bolts for pressed steel rocker cover	0,5	5
securing bolts for aluminium rocker cover	1	10
counterweight housing securing screws (4-cylinder engines)	8	78
front pulley securing screws	34÷36	315÷350
oil pump securing screws	4	39
oil pan securing screws	2,5	24
rear oil seal cover retaining bolts	2,5	24,5
front casing retaining bolts	2,5	24,5
main bearing cap bolts	see page 32-33	
big-end bearing cap bolts	see page 34	
tightening the cylinder head bolts	see pages 49	

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LIST OF ALARMS

CODES	MESSAGE on the TESTER	DESCRIPTION
11	"EvL State No OK"	Failure of the low range Elecro-valve
12	"EvL ShortCircuit"	Short-Circuit of the low range Electro-valve
13	"EvL Open Circuit"	Disconnected low range Electro-valve
14	"Sens. RPM Open"	Disconnected engine speed sensor
15	"Sns.Tmp Oil Open"	Disconnected oil temperature sensor
	"Sns.Tmp Oil S.C."	Short-Circuit oil temperature sensor
16	"Direct.Lev. Open"	Disconnected direction commands on the armrest
	"Direct.Lev. S.C."	Short-Circuited direction commands on the armrest
	"Direct.Lev. N. V."	Disconnected direction commands on the armrest
21	"EvM State No OK"	Failure of the medium range Elecro-valve
22	"EvM ShortCircuit"	Short-Circuit of the medium range Electro-valve
23	"EvM Open Circuit"	Disconnected medium range Electro-valve
24	"Sens.Wheel Open"	Disconnected speed sensor
25	"Display Fault"	Disconnected or broken led bar. This message is only dys-played by the tester
26	"SteeringN/C Open"	Consent/neutral command signal disconnected
	"SteeringN/C S.C."	Consent/neutral command signal short-circuited
31	"EvH State No OK"	Failure of the high range Elecro-valve
32	"EvH ShortCircuit"	Short-Circuit of the high range Electro-valve
33	"EvH Open Circuit"	Disconnected high range Electro-valve
34	"Sens. Revrs Open"	Disconnected inverter speed sensor
35	"Pos. Pedal open"	Disconnected clutch pedal sensor
	"Pos.Ped.S.C./Open"	Disconnected or short-circuited clutch pedal sensor
	"Pos. Pedal N.V."	Broken clutch pedal sensor
36	"SteeringF/B Open"	Direction command signal disconnected
	"SteeringF/B S.C."	Direction command signal short-circuited
	"SteeringF/B N.V."	Broken direction command button
41	"HML+ButtonPushed"	Damaged HML increase button

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Reassembling the engine on tractor

To perform engine reassembly on tractor two operators are required.
— Install the clutch assembly onto the engine flywheel.
— Secure two eye-bolts to engine and hook it to a hoist, then lift from swivel bench.
— Position the engine so as it may be centred on the studs inserted in gearbox front part.

Warning: when carrying out these operations take great care to prevent any shock between engine and gearbox.
After truing engine onto gearbox studs, use a suitable spanner to rotate the crankshaft until the gearbox shafts are centred in both the clutch plate and the engine flywheel flange broachings.
— Tighten all securing screws and nuts to the specified torques.
— Place a suitable stand under the engine (insert a squared wooden piece between both parts and always keep the hoist tension wires taut).
— Bring the front tractor section close to engine and adjust both assembly positions so as to make connection easier.

Silver 80 - 90 - 100.4 **only.**
Between engine oil pan and front support insert a suitable pack of shims so as both parts may contact fully.
Centre the front support onto the engine studs (should it be hard to do so the use of a lever is recommended).
Complete reassembly following in the reversed order the operating procedures described in the preceding pages.
Fill the engine oil pan with oil keeping to the amount, type and specifications as described on page 11.

Silver 100.6 **only.**
— See instructions on page 51.
For all models, tighten nuts and bolts to the value specified in figure 1 following the sequence 1° - 2° - 3° indicated.

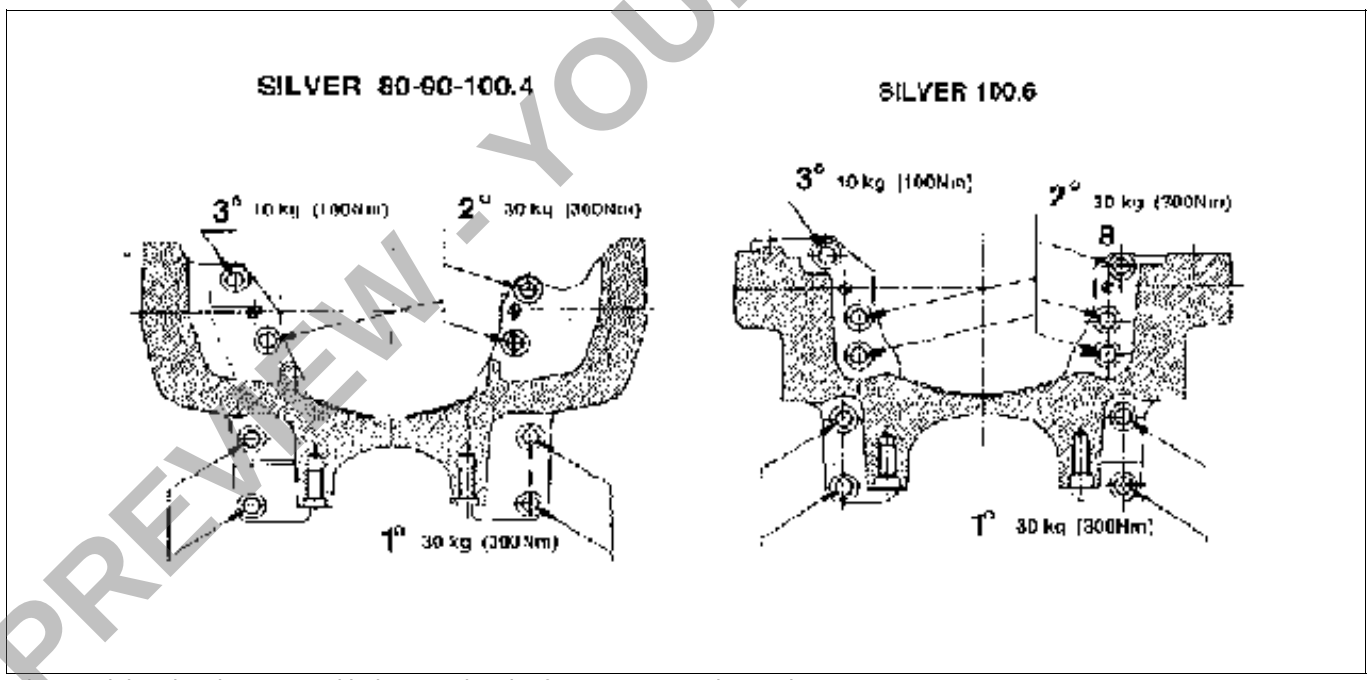


Fig. 1 - Tightening the nuts and bolts securing the front support to the engine.

Carry out the following operations:

— bleed the air from the hydrostatic steering hydraulic control;
— adjust accelerator control;
— bleed the air from both the fuel supply and fuel injection systems;
— start the engine, let it warm up suitably and check engine r.p.m.
— top up brake fluid and bleed the air from the braking system
— on tractors equipped with an air-conditioning system, provide filling as required.

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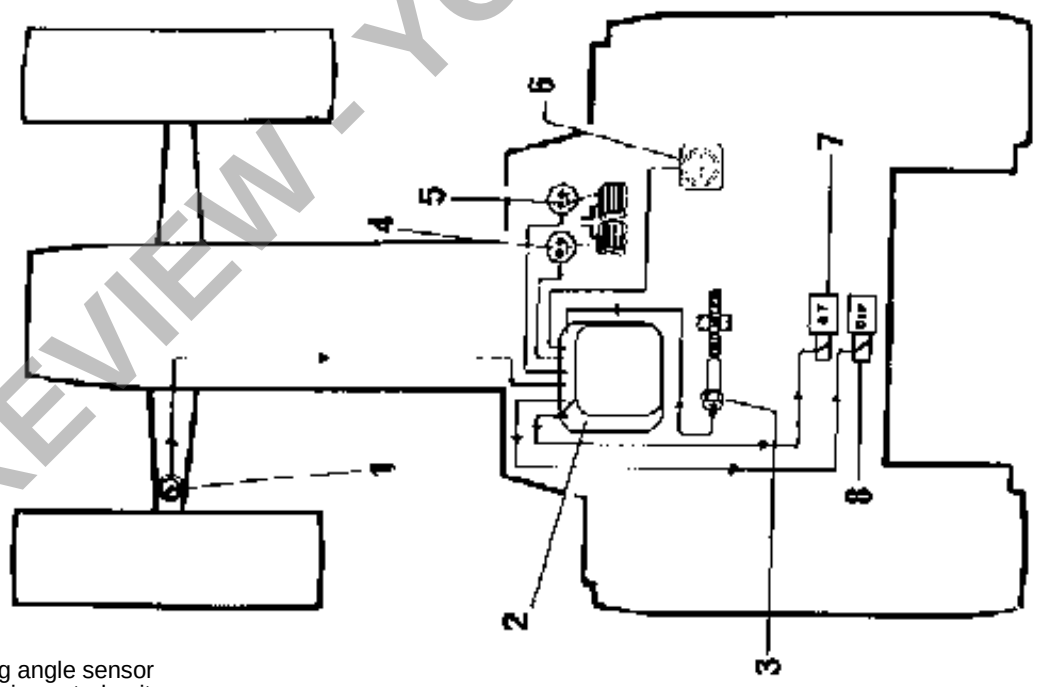
SBA System

General specifications

The console of a machine equipped with the SBA System has the usual two buttons used by the driver to operate the electrohydraulically controlled differential and 4WD functions, and in addition, a third button marked “AUTO”
Pressing this third button, the SBA system is activated and will control both functions automatically in the following manner:

— four wheel drive remains normally engaged in the field, but will disengage automatically on the road whenever the ground speed exceeds 15 km/h;
— the differentials remain locked as long as the ground speed stays below 10 km/h and the wheels are not steered at any angle wider than 20°;
— the differentials remain locked as long as the wheels are not steered at any angle wider than 5° and the ground speed remains between 10 and 15 km/h, so as to optimize the balance between grip and handling when negotiating bends;
— the differential locks release automatically, regardless of the steering angle, whenever the ground speed exceeds 15 km/h;
— the differential locks will always release if the brakes are applied on one side only using just one pedal to assist steering, in anticipation of an angle exceeding 20°.

When the SBA button is released, the driver can resume direct control of the four wheel drive and differential lock functions using the two dedicated buttons.
As the SBA system deactivates, 4WD will engage or disengage and the differentials lock or release according to the current on/off status of the electrohydraulic controls.
The electronic control unit of the SBA system remains powered up, but is inhibited from influencing the two functions.
The moment the SBA button is pressed, the built-in indicator lights up and the four-wheel drive and differential lock functions are piloted in response to the operating conditions, overriding the current on/off status of the electrohydraulic controls.
WARNING: SBA should be deselected when travelling on the highway at sustained ground speeds (over 15 km/h). The system provides no benefit in this type of situation, and if suddenly deactivated could trigger unwarranted operation of the four-wheel drive and differential lock functions via the electrohydraulic controls (depending on their current on/off status).



1 - steering angle sensor
2 - electronic control unit
3 - driving speed sensor (in km/h)
4 - LH braking sensor
5 - RH braking sensor
6 - S.B.A. control
7 - four-wheel drive engagement/disengagement control solenoid valve
8 - differential lock engagement/disengagement control solenoid valve

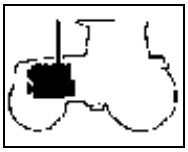
Fig. 1 - SBA System

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engine won't run when started	check battery charge	charged battery	battery terminals oxidized	clean battery contacts and tighten terminals
		discharged battery	recharge battery	
	starter failure	consult a motor vehicle electrician for having the defective parts replaced		
engine difficult to start or won't restart after a stop	check fuel level	top up fuel level in tank		
		inspect fuel filter for cleanliness	clean filter, replace if necessary	
	inefficient injection system	a metal noise is heard when engine idles	out-of-adjustment pumps, excessive advance	recalibrate the pumps
		air in the fuel system	perform air bleeding	
			defective fuel pump or pump control	replace defective parts
		out-of-calibration injection nozzles	calibrate	
	check thermostarter	clean or replace		
	insufficient compression	check clearance between valves and rockers	restore correct backlash	grind or replace valves, cylinder head gaskets and piston rings
			check valves for efficient operating conditions	replace pistons and cylinders
	check injection pump setting	perform a new setting	check piston rings and cylinders for wear	replace worn-out parts
clear exhaust smoke		make sure there is no excessive clearance between valves and valve guides	replace worn-out parts	
	check injectors for proper cleanliness	clean scrupulously		

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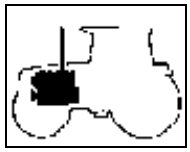
1 engine

general information

		Silver 80	*Silver 90*	*Silver 100.4*	*Silver 100.6*
ENGINE					
type		1000.4-A_4	1000.4-AT_2	1000.4-ATI_1	1000.6A_1
ciyle			diesel		
strokes		4	4	4	4
turbocharging		-	turbo	turbo	-
injection			DIRECT		
cylinder No		4	4	4	6
cylinder arrangement			IN LINE		
bore and stroke	mm		105 x 115,5		
stroke / bore ratio			1,1		
displacement	cm^3	4000,44	4000,44	4000,44	6000,66
compression ratio		17:1	16:1	16:1	17:1
max. output	HP CUNA	80	90	100	100
	KW	59	66	74	74
peack horsepower speed	r.p.m.		2500		
max. torque	Nm	274	328	375	367
	kgm	27,9	33,5	38,2	37,4
max. torque speed	r.p.m.		1400		
specific horsepower	kW/l	20	22,5	25	16,7
cooling			by air		
low idling speed	r.p.m.		650-700		
peak speed	r.p.m.	2680-2710	2680-2710	2680-2710	2680-2710
minimum lubricating oil pressure					
low idling speed (hot oil)	bar		≥0,5		
high idling speed (hot oil)	bar		≥3,5		
oil filter with replaceable cartrige	n.	1	1	1	2
type		044.1567.0	2.4419.340.0	2.4419.340.0	044.1567.0
filtering capacity	µ		15		
injector type			2.4729.140.0		
injector-holder type			KBEL 100 S 31		
calibration pressure	bar		180		
fuel filter			with replaceable cartrige		
type		2.4319.230.0	2.4319.230.0	2.4319.230.0	2.4319.240.0
valve arrangement			in-line vertical		
engine air filter			8"		
type			dry		

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Setting the maximum speed to 30 km/h

When so required by local regulations, the maximum speed can be limited to **30 km/h** by means of the engine control unit and a vehicle speed sensor mounted on the gearbox.

The maximum speed is set as follows:
— Connect the **"ALL ROUND TESTER"** and calibrate the engine speed following the normal procedure.
— Call up the main menu and press button 4 **"MANUAL PROGRAMMING"** , enter the password (supplied by our technician), consult the table below to find the correct parameter for the rear tyres fitted to the tractor, and then select this parameter using the keypad.

SILVER 80-90-100.4-100.6 **1st version** (see the serial number at pag. 133)

80-90-100.4 CV		**100.6 CV**	
Pneus	**Parameter**	**Pneus**	**Parameter**
16.9 x 34	5483	14.9 R 38	5351
16.9 R 34	5483	480 / 70 R 34	5494
18.4 R 30	5673	520 / 70 R 34	5316
18.4 R 34	5305	16.9 R 38	5149
13.6 R 38	5520	480 / 70 R 38	5149
480 / 70 R 34	5483		
14.9 R 38	5340		
520 / 70 R 34	5305		

SILVER 80-90-100.4-100.6 **2nd version** (see the serial number at pag. 133)

80-90-100.4 CV		**100.6 CV**	
Pneus	**Parameter**	**Pneus**	**Parameter**
16.9 x 34	4639	14.9 R 38	4527
16.9 R 34	4639	480 / 70 R 34	4648
18.4 R 30	4800	520 / 70 R 34	4498
18.4 R 34	4480	16.9 R 38	4356
13.6 R 38	4670	480 / 70 R 38	4356
480 / 70 R 34	4639		
14.9 R 38	4518		
520 / 70 R 34	4480		

Press **C** to confirm the selection, and then press **E** twice to exit the programme.

Checking the calibration.
With the tractor stationary, check that the engine speed reaches the maximum rpm;
Then, with the tractor moving, engage top gear and accelerate to maximum speed; in this condition the engine speed should be between **1700 and 1900 rpm.**

NB: the control unit's diagnostic procedure includes the alarm **"speed sensor faulty or not connected"**. This alarm is signalled with six flashes of the LED on the hand throttle.

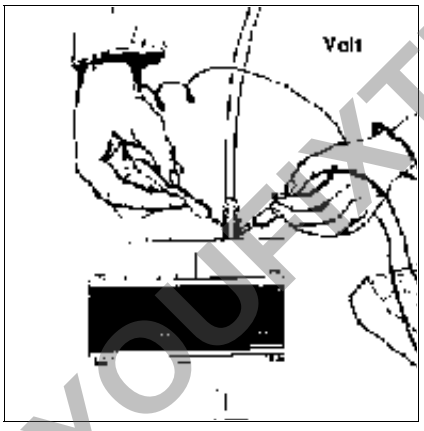
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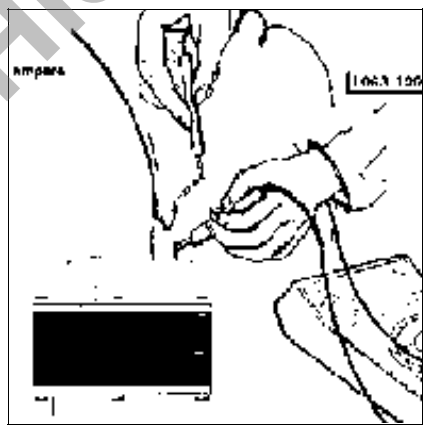
VOLTAGE SPECIFICATIONS UNDER NORMAL OPERATING CONDITIONS

Voltage measurements should be taken with power supplied by the switched on ignition key, whilst resistance measurement should be performed with battery disconnected.

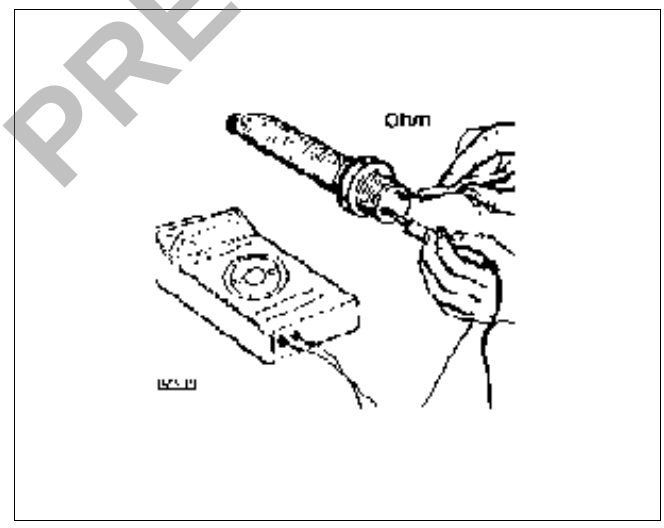
UNIT	MEASUREMENT		CONDITION
• **actuator** :	— resistance	2.3± 0.5 ohm	— between terminals
		open circuit	— between terminals and earth
	— current	0.15÷ 0.3A	— card supplied
		1.5÷ 1.7A	— engine idling
		1.9÷ 2.4A	— full-load engine running
	— voltage	0.3÷ 0.8V	— card supplied
		3.6÷ 4V	— engine idling
		4.5÷ 5.8V	— full-load engine running

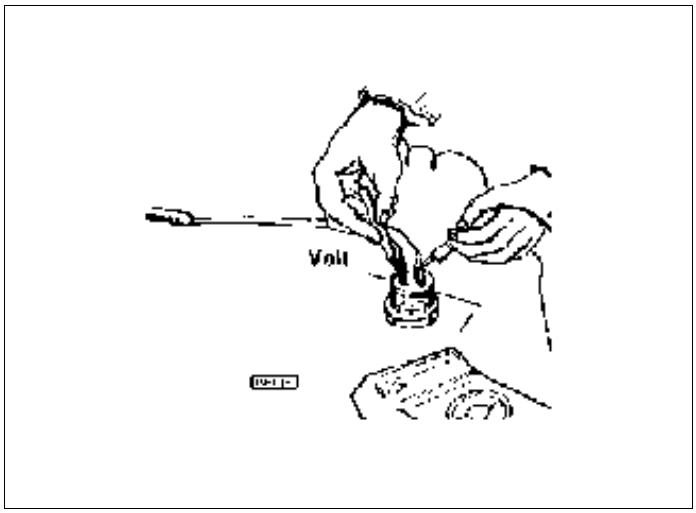






UNIT	MEASUREMENT		CONDITION
• **pick-up**	— resistance	1000± 200 ohm	— between terminals
		open circuit	— between terminals and earth
	— voltage	3V alternated voltage	— during engine starting
		10V alternated voltage	— engine idling



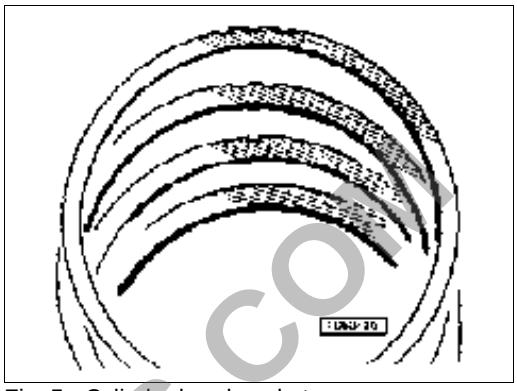


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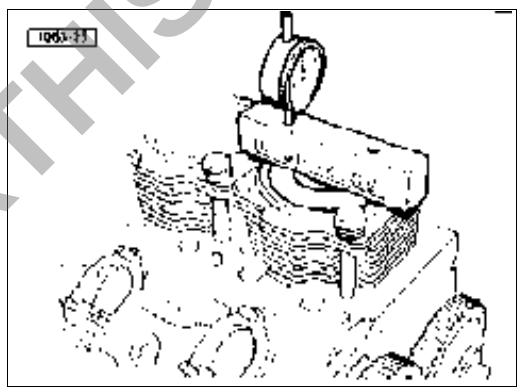
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Using the following equipment:

5.9030.627.0 centesimal dial gauge
5.9030.433.0 dial gauge base
5.9030.631.4/10 cylinder pressing tool


Fig. 5 - Cylinder head gasket.

ensure the piston crown at T.D.C. recesses from the head gasket bearing surface (see Fig. 6).


Fig. 6 - Checking piston position at T.D.C.

Move the dial gauge base until the gauge feeler lies on the cylinder surface and take reading from the dial.

Reset the dial gauge.

Place the base so that the gauge feeler lies on the piston head at T.D.C. and take reading.

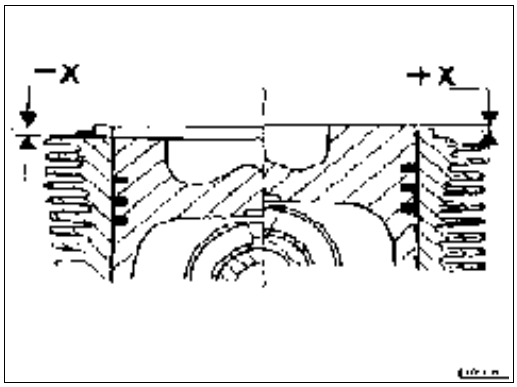
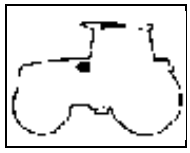


Fig. 7 - Determining the engine cylinder head gasket thickness.

Choose the gasket to be fitted according to reading taken (also refer to item D in the table here below).

	Ø machining	Ø max wear
A inside diameter measured half-way along the cylinder mm	105.000 $^{-0}_{+0,022}$	105.100
B roundness errormm	0.020	0.080
C piston recess from the head gasket bearing face on cylinder mm	0.30÷0.40	
D determination of head gasket	thickness x reading	gasket thickness
gasket ref. code 0.085.1450.0 mm	-0.562 ÷ -0.300	0.5 without locating notches
gasket ref. code 0.085.1451.0 mm	-0.290 ÷ -0.110	0.7 with 1 locating notch
gasket ref. code 0.085.1453.0 mm	-0.100 ÷ +0.020	0.8 with 3 locating notches
gasket ref. code 0.085.1452.0 mm	+0.030 ÷ +0.178	1 with 2 locating notches

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Operation and maintenance of the air-conditioning system

Air-conditioning process

The cooler is provided with a three-speed fan which aspirates the air from the cab interior thereafter forcing it across the radiant block, thus making it cool down.

The heat exchange occurring between the gaseous coolant and the air lapping the walls of the cooler radiant block results in air cooling.

The conditioned air undergoes a humidification process, as the low temperature inside the cooler causes a great deal of condensate to deposit on the external walls of the cooler. This condensate is subsequently conveyed under liquid state outside the cab through a special drainage system.

The coolant at the cooler exit is still under gaseous state and has a temperature of 5 to 10°C, in spite of the thermal exchange that has taken place, and then it is aspirated by the compressor again.

How to operate the system

Before starting the air-conditioning system set the electric fan onto the desired speed. If the electric fan is switched off, the conditioning system will not start.

The air-conditioning system is turned on by progressively rotating the control potentiometer clockwise, which is located in the front top section of the cab compartment. Rotate it anticlockwise to turn the system off.

Warning: Before starting the engine, always make sure the air-conditioning system is switched off so that the battery will not be overloaded.

When the air-conditioning system is operating, the pivotable air diffusers should never be completely closed.

To obtain a quick cab environment cooling the following is recommended:

— fully open the air recirculation grating and the pivotable air diffusers;

— turn first the fan control and then the potentiometer control all the way out;

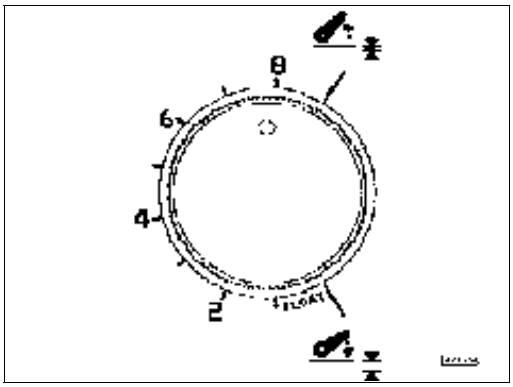
— open the doors a few seconds so as to let the hot air out of the cab compartment if the tractor has stood under the sun radiation for a long period;

— adjust the system according to personal preference when the desired temperature has been attained.

Checking the air-conditioning system charge

System fully charged (refrigerant entirely in liquid state) System fully discharged (refrigerant entirely in gaseous state)	**Sight glass clear**
System not fully charged Refrigerant in part gaseous and part liquid state	**Sight glass cloudy** **(Bubbles or foam visible)**

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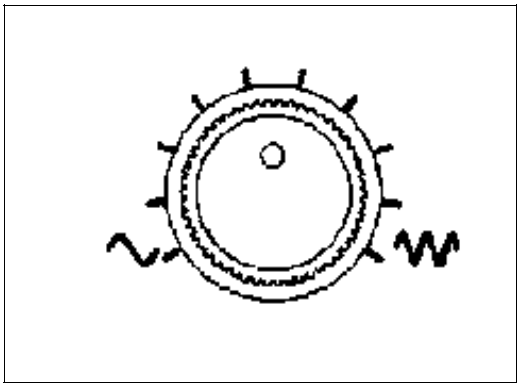
Work depth control

ELECTRONIC POWER-LIFT

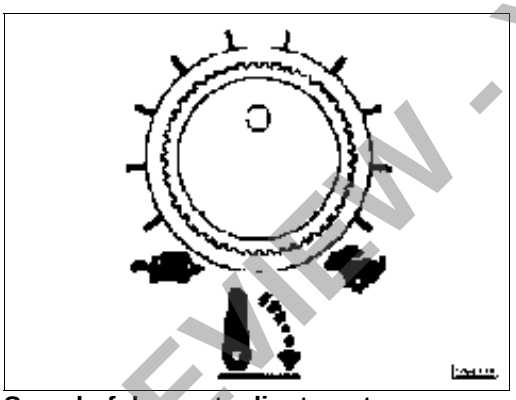
The lift console incorporates the following controls:

Work depth control.
Work depth is regulated by this knob.

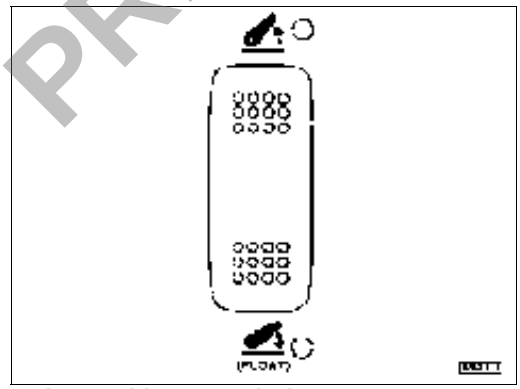
— Turn knob clockwise to reduce depth.
— Turn knob completely anti-clockwise to activate the permanent FLOAT mode.


Response control adjustment

Response control adjustment
The knob regulates the responsiveness of the control system
— Turn the knob anti-clockwise to reduce response control; the system will respond to large changes in the control system only.


Speed of descent adjustment

Speed of descent adjustment
The knob regulates the speed of descent.
This command regulates speed of descent only, but not draft control response.
— Turn the knob anti-clockwise to reduce descent speed.



Raise and lower switch

Raise and lower switch

— RAISE COMMAND: if the upper part of this switch is pressed, the lift will be raised to maximum height, or to limited height if the limitation command has been made. An indicator lamp will be illuminated during lifting.

— CONTROLLED DESCENT COMMAND or FLOAT: if the lower part of this switch is pressed momentarily, controlled descent is activated. If command is held pressed, the FLOAT command will be activated.
An indicator lamp will be illuminated during lowering.
NB: This function can NOT be used to adjust the Up or Down travel limit of the lift arms.

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WORKSHOP MANUAL

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24047 Treviglio (BG)
Tel. 0363/4211
Telex: 311472 Samtra I

SILVER 80
SILVER 90
SILVER 100.4
SILVER 100.6

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introduction

This publication is intended for the trained technician who must operate on our tractors.

It contains all general information relating to our tractor range, and in particular it highlights the inspection, overhauling and adjustment procedures as well as the main instructions for dismantling and reassembling operations.

The workshop manual is a natural summary for the mechanic who has attended the vocational training and specialization courses, which are held every year at our Service School, to permit him to perform a precise and qualified work on tractor.

Its contents are therefore an exhaustive reference book for the experienced mechanic who desires to refresh his memory on the sequence of the operations to be done. It is then good practice for every authorized dealer mechanic to have at his disposal this publication, so that it may be consulted quickly when necessary.

We wish to thank in advance for the cooperation all thos people, who will let us have their suggestions in order to make this publication more complete.

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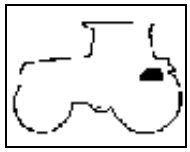
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Menu 1. 1. 2

```
EXT.  BUTT. / C.  UNIT

S+L+H  S.p.A.

RAISE                - R -

LOWER                - R -

( E )  EXIT
```

Menu 1. 1. 3

```
DYNAMIC  TEST

POSITION             9%
DRAFT                30%

EV  RAISE            0.00A
EV  LOWER            0.00A

      ( F )  RAISE
      ( D )  LOWER
      ( C )  MSTOP

( _ )  SELECTIONP

( E )  EXIT
```

Menu 1. 2

```
CALIBRATIONS

1 - WHEELS

2 - RADAR

3 - MAN / AUTO

( E )  EXIT
```

Menu 1. 1. 4

```
SELF  -  DIAGNOSIS

EV  RAISE            OK
EV  LOWER            OK

DRAFT  SENSOR        OK
POS. SENSOR          OK
WHEEL  SENSOR        OK

( F )  REPEAT

( E )  EXIT
```

Menu 1. 1. 5

```
SBA TEST

STEERING SENS.       OK

STEERING             / -  04 - /

BRAKE                - R -

SBA BOTTONS

MANUAL

DIF :  4  WD

( E )  EXIT
```

Menu 1. 2. 1

```
WHEELS  CONSTANT

CURRENT              5376

 NEW                 5483

( C )  CONFIRM
( A )  CANCEL

( E )  EXIT
```

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