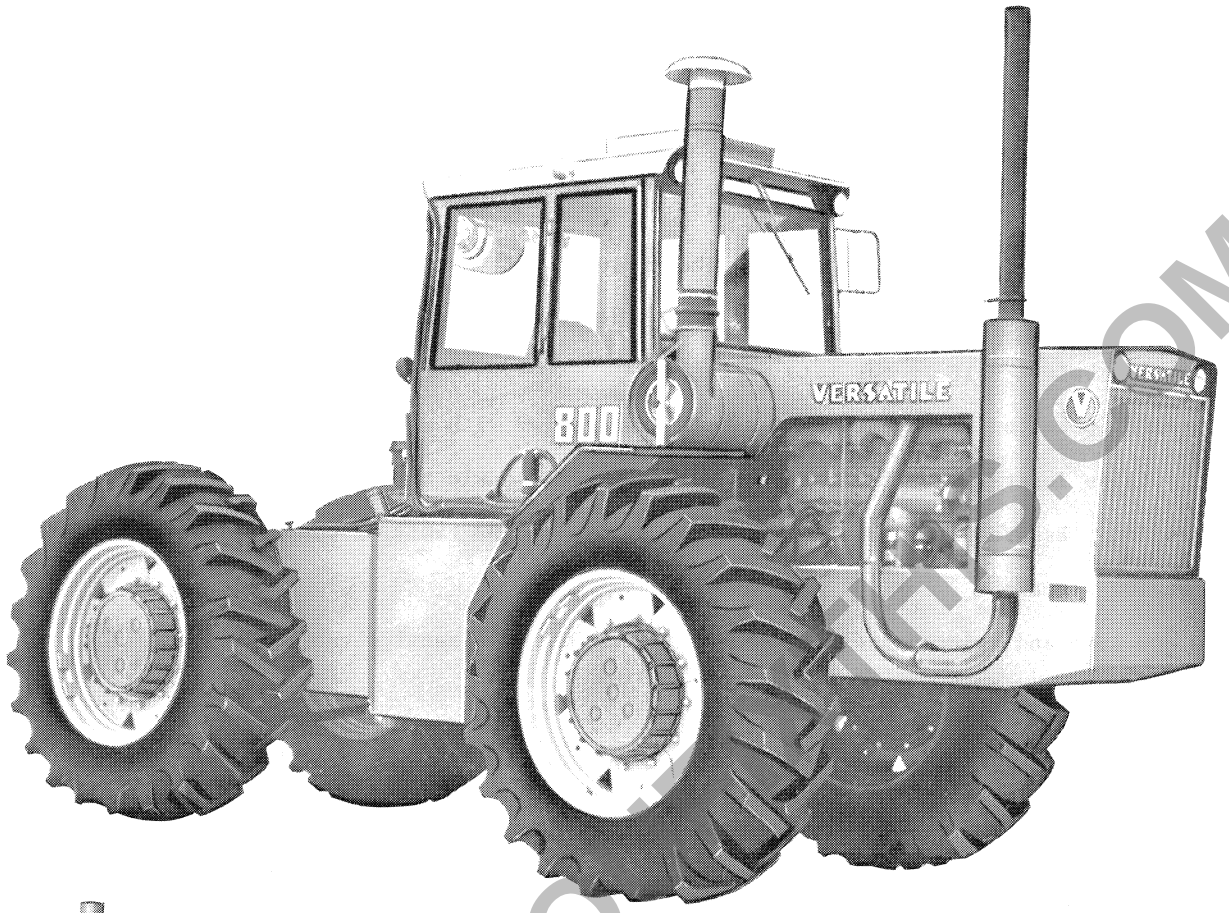



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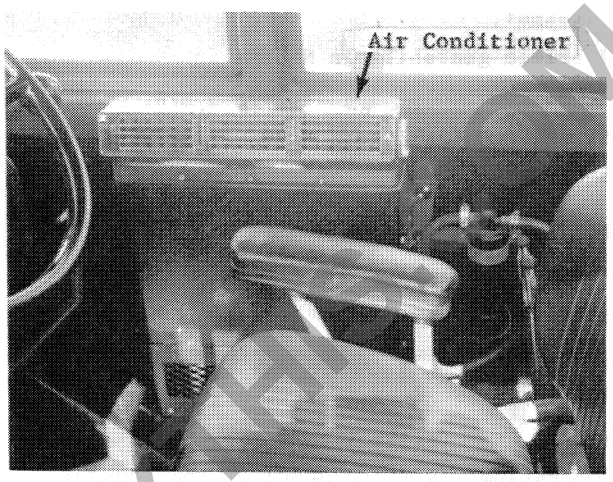
RECIRCULATING CAB AIR

Keep all windows and doors shut, loosen the two upper knobs and push up. This closes the outside air intake and opens the inner one.

PRESSURIZING THE CAB

Close all windows and doors tightly. Open outside air vent and turn on blower at desired speed. Blower will build up sufficient cab pressure to keep dust from entering.

At the rear of the cab is a ventalating duct which will prevent pressure from becomming to great.



AIR CONDITIONING UNIT

An air conditioning unit is available as optional equipment if desired. The setting up procedure is relatively simple and will add greatly to operator comfort,

OPERATION

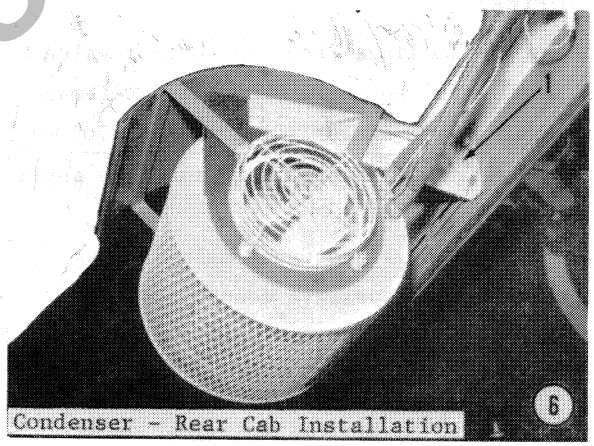
Listed are several important points to follow for efficient operation of an A/C

1) Always operate pressurizer fan when A/C is being used. This tends to keep dust out of the cab and provides fresh air for the operator.

2) With the engine running set unit switch to PRE-COOL (fans off, compressor on) for 60 to 40 seconds.

3) Set temperature control to COLDEST position.

4) Set fan speed to HIGH until cab is cooled, then reduce fan speed and thermostat to maintain desired temperature in the cab.



IMPORTANT: To prevent evaporator frosting and icing, avoid the combination of LOW fan speed and coldest thermostat settings, especially on humid days. Should frosting or icing occur turn fan to HIGH speed and the thermostat to OFF for 2 to 3 minutes then resume cooling at a higher thermostat setting then before frosting occured.

CAB HEATER (Optional)

Heat in the cab is regulated by control knobs on the pressurizer panel. The hot air velocity is governed by the pressurizer fan speed setting and the degree of warm air is set by rotating control knob on the panel which in turn regulates flow of coolant to the heater radiator, inserted in the path of the pressurizer air flow intake.

Servicing may be kept to a minimum,except for the occasional cleaning of the radiator core. Indication of a clogged up core will be a restricted air flow from the pressurizer.

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