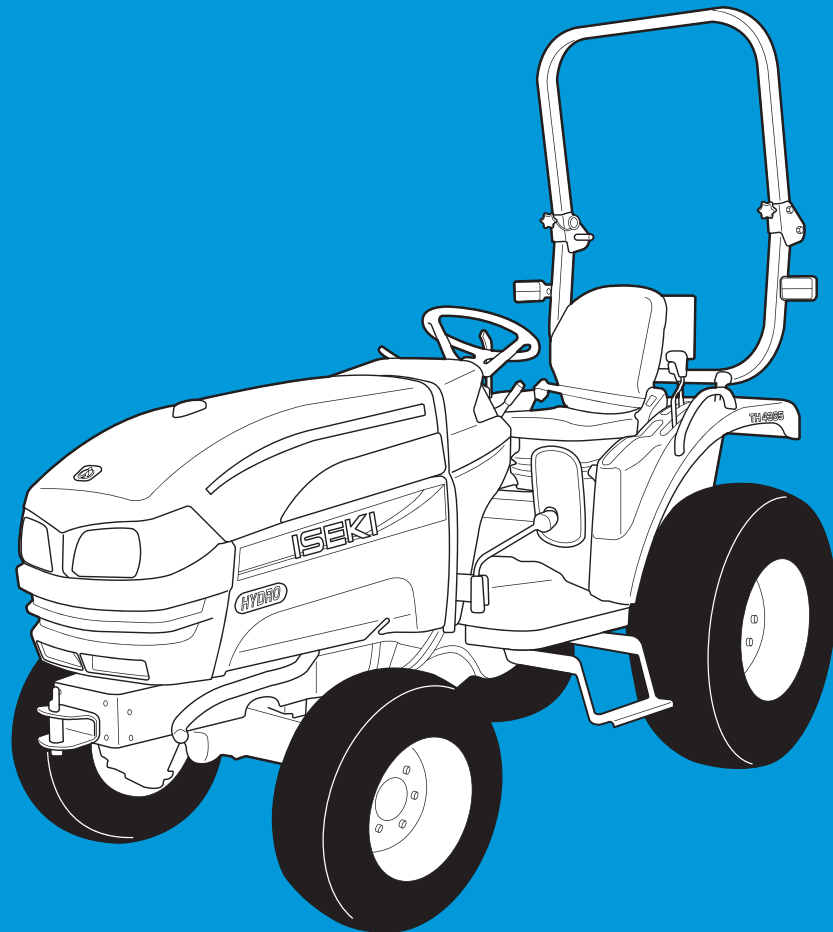


ISEKI TRACTORS



Operation Manual

MODELS:

TH4295

TH4335

TH4365



DECLARATION OF CONFORMITY

We,

ISEKI & CO., LTD.
3-14 Nishi-Nippori 5-Chome Arakawa-ku
116-8541 Tokyo Japan

declare under our sole responsibility that the products described below.

Generic denomination: Agricultural machine

Function: Agricultural, forestry use and ground care

TH4295

TH4335

TH4365

SSM60

to which this declaration relates are in conformity with the following directives:

Directive 2006/42/EC

The authorized compiler for the technical file in EU:

N.V. ISEKI EUROPE S.A.
Sterrebeekstraat 179 D4
B-1930 Zaventem, Belgium

TO OUR CUSTOMER

Thank you very much for purchasing an ISEKI tractor.

This operator's manual provides the information necessary for operating and maintaining your tractor safely and properly. The contents are mainly composed of the following two items:

Safety instructions: Essential items which you should observe while operating the tractor

Technical instructions: Items which are necessary to operate, adjust and service the tractor properly.

Before starting to operate the machine for the first time, you should read this operation manual thoroughly and carefully until you are sufficiently familiar with the operation of the machine to do jobs safely and properly. The manual should be kept in a handy place so you can refer to it when required. You are advised to refer to it from time to time to refresh your understanding of the machine.

Your dealer has performed the pre-delivery service on your new machine. He or she will discuss with you the operating and maintenance instructions given in this manual, and instruct you in the proper and varied applications of this machine. Call on him or her at any time when you have a question, or need equipment related to the use of your machine.



Paragraphs in the manual and labels on the machine which are accompanied by a caution particularly important information about safe operation to avoid accidents. You should always keep precautions in mind and follow them during operation.

***Be sure to wear
personnel protective equipment
during operation***



***In some of the illustrations used in this operation manual, panels or guards may have been removed to clarify. Never operate the tractor with these panels and guards removed.
If the removal of a shield is necessary to make a repair, it must be replaced before operation***

All information, illustrations, and specifications contained in this manual are based on the latest information available at the time of publication. The right is reserved to make changes at any time without notice.

TABLE OF CONTENTS

TO OUR CUSTMER.....	1	Horn / Light Turn Switch	30
TABLE OF CONTENTS	2	Power Take-Off (PTO) Switch (K-type, HST-type).....	31
1. SAFETY	4	CLUTCH PEDAL (MECHANICAL TRANSMISSION)	32
MACHINE PURPOSE	4	BRAKES.....	32
PERSONAL SAFETY INSTRUCTIONS	4	Brake Pedals.....	32
MAKING YOUR TRACTOR A SAFE VEHICLE	5	Parking Brake lever	33
HOW TO MAINTAIN SAFETY	5	ENGINE SPEED CONTROLS	33
HOW TO BE A SAFE OPERATOR.....	6	TRANSMISSION SHIFT LEVERS	34
WHEN ANOTHER PERSON OPERATES YOUR MACHINE	6	STANDARD TRANSMISSION (F9, R3) TYPE	34
BEFORE OPERATION.....	7	Range And Gear Shift Levers	34
STARTING ENGINE AND MOVING TRACTOR	7	SYNCHROSHUTTLE TRANSMISSIONS (F8, R8) TYPE.....	35
WHEN TRAVELLING	8	Forward/Reverse Lever.....	35
LOADING ONTO OR UNLOADING FROM A TRUCK	9	Range And Gear Shift Levers	35
SPECIFICATIONS OF THE RAMPS.....	9	HYDROSTATIC TRANSMISSION.....	36
DURING OPERATION	10	Range And Cruise Control Lever	36
DISMANTLING AND DISPOSAL.....	11	DIFFERENTIAL LOCK	37
INSPECTION AND MAINTENANCE	12	FOUR-WHEEL DRIVE	37
STORAGE.....	13	REAR PTO SELECTOR LEVER.....	38
MAINTENANCE OF THE ELECTRIC SYSTEM ..	14	MID PTO SELECTOR LEVER	39
TO MAINTAIN ELECTRIC WIRING	14	Position Control.....	40
TO HANDLE THE BATTERY.....	14	Draft control ("A" type).....	40
TO HANDLE BOOSTER CABLES	15	Lowering Rate Control Knob	41
SAFETY DECALS	15	JOYSTICK.....	41
SAFETY DECALS AND THEIR LOCATIONS	16	Control Lever (For Mechanical & E6-HST model)	41
LOCATION OF SAFETY DECALS	20	SEAT & SUSPENTION ADJUSTMENT.....	41
2. INTRODUCTION	22	5. OPERATION	42
3. TRACTOR IDENTIFICATION	23	BREAK-IN PERIOD.....	42
HOMOLOGATION ATTESTATION NUMBERS	23	STARTING.....	42
MODEL TYPE DESIGNATION.....	23	Pre-Start Inspection.....	42
MODEL/SERIAL NUMBER	24	Normal Starting	43
TRACTOR MODEL/TYPE	24	Restarting Warm Engine	44
TRACTOR SERIAL NUMBER.....	24	Cold Weather Starting	44
ENGINE MODEL NUMBER	24	Warm Up Period.....	44
ENGINE SERIAL NUMBER	24	Operator Observations.....	45
CHASSIS NUMBER	24	Starting Circuit Operation.....	45
MAJOR COMPONENTS	25	MECHANICAL TRANSMISSION.....	46
4. INSTRUMENTS & CONTROLS.....	26	GROUND SPEED SELECTION.....	46
INSTRUMENT PANEL	28	Forward/Reverse Lever.....	47
Electric Fuel Shut-Off.....	28	STOPPING TRACTOR.....	48
Main Switch.....	28	HYDROSTATIC TRANSMISSION.....	49
Indicator Light Strip	29	Ground Speed Selection	49
Coolant Temperature Gauge	29	Stopping Tractor.....	50
Tachometer.....	30	CRUISE CONTROL	50
Fuel Gauge.....	30	Setting cruise control.....	50
		Releasing cruise control	50
		DIFFERENTIAL LOCK	51

FOUR-WHEEL DRIVE	52	Throttle Lever	81
POWER TAKE-OFF (PTO).....	52	ELECTRICAL SYSTEM.....	82
Rear PTO Shaft.....	53	Battery	82
Mid PTO Shaft ("Rear ROPS").....	53	Starting Switches	84
Front hitch & bumper frame.....	54	Safety Switches.....	84
PTO Operating Control.....	55	Wiring / Fuse Arrangement.....	84
PTO Operating Controls.....	56	CLUTCH FREE-PLAY ADJUSTMENT	86
THREE-POINT HITCH	57	BRAKE ADJUSTMENT	86
Hitch Controls.....	57	Adjustment of parking brake lever.....	87
Rear Linkage	58	Neutral start system	88
Attaching Implements.....	59	Wiring / Fuse Arrangement.....	88
Using Position Control.....	60	WHEELS & TIRES	89
Using Draft Control (A TYPE).....	61	Tire Inflation Pressures	89
JOYSTICK OPERATION		Wheel Bolt tightening torque	89
(FOR MECHANICAL & E6-HST MODEL)	62	Front Wheel Alignment.....	90
Joystick Lockout.....	62	Front Wheel Spacing.....	90
EXTERNAL AUXILIARY HYDRAULICS	63	Rear Wheel Spacing	91
DRAWBAR	65	Steering Free-Play	91
Seat	65	Front Axle End-Float.....	91
Detaching Implements	65	CLUTCH HOUSING PLUG	92
REAR HITCH	66	TORQUE CHART	92
FRONT LOADER FIXATION POINT	67	STORAGE	92
FALLING OBJECTIVES PROTECTIVE STRUCTURE		WASHING THE MACHINE.....	94
(FOPS) & OPERATORS PROTECTION STRUCTURE			
(OPS) FIXATION POINT	67	7. TROUBLESHOOTING	95
TOWING.....	68	ENGINE.....	95
JACKING.....	68	CLUTCH.....	96
		BRAKES.....	96
6. LUBRICATION & PERIODIC MAINTENANCE ...	69	HYDRAULIC SYSTEM.....	96
SPECIFICATIONS & CAPACITIES	69	STEERING SYSTEM	97
Engine Oil.....	69	ELECTRICAL SYSTEM.....	97
Engine Coolant.....	69	HYDROSTATIC TRANSMISSION.....	97
Fuel Tank.....	69		
Transmission & Differential Housing		8. SPECIFICATIONS.....	98
(Including Hydraulic System)	69	ENGINE.....	98
Front Axle (4-WD Only)	69	TRANSMISSION-STANDARD TYPE	98
Grease Fittings	69	TRANSMISSION-SHUTTLE TYPE	98
LUBRICATION / FILL POINTS	70	TRANSMISSION-HST TYPE	98
Opening / Closing Hood	73	HYDRAULIC SYSTEM-STANDARD TYPE.....	99
Removing / Reinstalling Side Cover.....	73	ELECTRICAL SYSTEM.....	99
LUBRICATION DETAILS.....	74	CAPACITIES	99
Grease Fittings.....	74	TREAD WIDTH SETTING	99
Engine Oil & Filter	74	TH4295/4335/4365 (Rear ROPS TYPE).....	100
Transmission Oil & Filters	75	TH4295/4335 (Center ROPS TYPE).....	101
Hydrostatic Cartridge Oil Filter Replacement	76	AXLE LOADS & TYRE LOAD CARRYING	
Front Axle Oil.....	76	CAPACITY.....	102
Checking / Replenishing Coolant.....	77	NOISE DECLARATION	102
Flushing Radiator / Replacing Coolant.....	77	VIBRATION DECLARATION	103
Use of Anti-Freeze.....	78		
Cleaning of Radiator	78	9. ASSEMBLY & PRE-DELIVERY INSPECTION ..	104
Cleaning Air Cleaner / Evacuator Valve	79	ASSEMBLY	104
FUEL SYSTEM.....	80	PRE-DELIVERY INSPECTION	107
Fuel Filter	80		
Air-Bleeding Fuel System.....	81	10. WIRING DIAGRAM	109
Fuel Tank Filler Cap	81	TH4295, TH4335, TH4365	109

SAFETY

MACHINE PURPOSE

This machine is designed solely for use in customary agricultural or similar operations. Use in any other way is considered as contrary to the intended use. Compliance with and strict adherence to the conditions of operation, service, and repair as specified by the manufacturer, also constitute essential elements of the intended use. This machine should be operated, serviced, and repaired only by persons who are familiar with its particular characteristics and who are acquainted with the relevant safety procedures. Accident prevention regulations, all other generally recognized regulations on safety and occupational medicine, and all road traffic regulations must be observed at all times. Any arbitrary modifications carried out to this machine may relieve the manufacturer of liability for any resulting damage or injury.

PERSONAL SAFETY INSTRUCTIONS

Whenever you see the words and symbols below, used in this Operator's Instruction Book and on decals, you **MUST** take note of their instructions as they relate to personal safety.



DANGER: This symbol together with the word **DANGER** indicates an imminently hazardous situation that, if not avoided, will result in **DEATH OR VERY SERIOUS INJURY**.



WARNING: This symbol together with the word **WARNING** indicates a potentially hazardous situation that, if not avoided, could result in **DEATH OR VERY SERIOUS INJURY**.



CAUTION: This symbol together with the word **CAUTION** is used to indicate a potentially hazardous situation that, if not avoided, may result in **MINOR INJURY**.

IMPORTANT: *The word **IMPORTANT** is used to identify special instruction or procedures which, if not strictly observed, could result in damage to, or destruction of the machine, process or its surrounding.*

NOTE: *The word **NOTE** is used to indicate points of particular interest for more efficient and convenient repair or operation.*

Understand thoroughly the following precautions, always keep them in mind before, during, and after operation, and never take chances.

MAKING YOUR TRACTOR A SAFE VEHICLE

HOW TO MAINTAIN SAFETY

- (1) Never attempt to do the following: Modification of the structure of the tractor Installation of other type engine.
Installation of tires of other than the original tire size. Any malfunctions or failures of the tractor due to unauthorized modification are not covered by the warranty.
- (2) This machine cannot be driven on a public road without authorization by a local government agency, etc.
When transporting an unauthorized machine on a public road, load it on a truck.
When traveling with an implement wider than the tractor, put red caution markers such as flags (red lamps at night) in the most visible locations on both sides of the implements, and place a "SLOW MOVING VEHICLE" sign in a place where it is easily seen by other drivers. Operate the machine carefully keeping in mind that the implement is wider and may roll easily. If the implement can be folded, fold it beforehand. If there are road or railway crossings where the visibility is poor, you should install on the machine a mirror to give a view ahead of you so that you need not move your machine too far into the intersection.
- (3) When you travel on a road, you must turn work lights off if the law requires it.

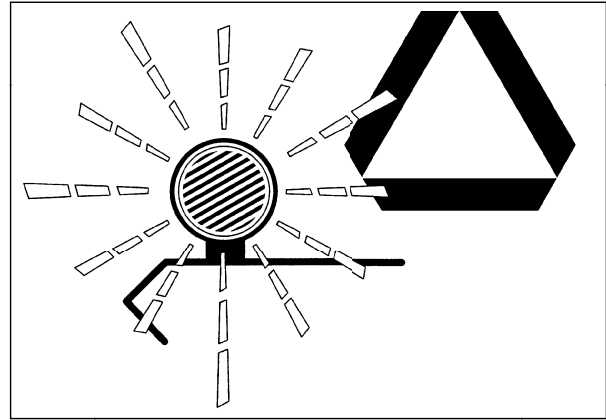


FIG. 1-1

HOW TO BE A SAFE OPERATOR

- (1) Familiarize yourself fully with machine controls by studying the operation manual before using your machine.

This operation manual should be regarded as part of the machine. Suppliers of both new and second-hand machines are advised to retain documentary evidence that this manual was provided with the machine.

- (2) Never allow persons listed below to operate the machine.

If any work carried out by unauthorized persons as below would affect the warranty on the machinery.

- Persons with mental disease
- Persons who cannot operate the machine properly because of fatigue, illness, or drowsiness from medication, etc.
- Pregnant women
- Young persons or children too young to legally operate the machine.

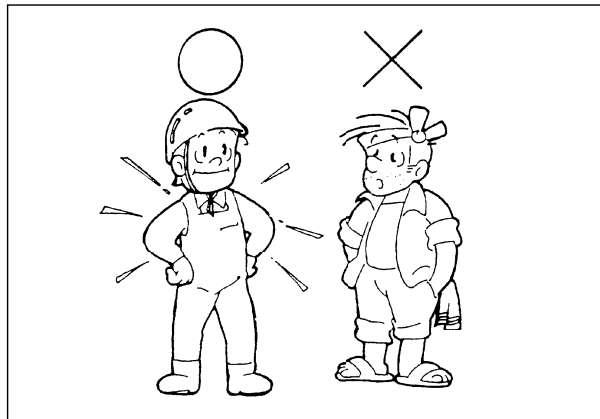
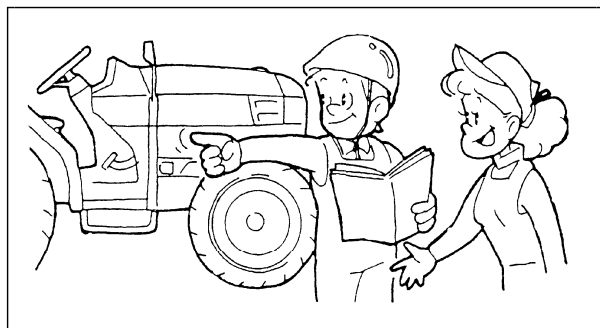
Always be careful of your health by taking suitable rest breaks.

- (3) Wear appropriate clothing and other protective devices during operation.

- Protection of your head
Wear protective headgear such as a helmet, especially when traveling on roads or handling material above your head.
- Protection to avoid being caught in the machine.
Wear tight fitting clothing and headgear, because loose clothing or hair can get caught in the moving parts of the machine.
- Protection from poisonous dust or gases
Be sure to wear a protective device to protect the respiratory system, eyes, and skin when handling poisonous chemicals on work with such a crop sprayer, mounted or trailed.
- Protection of the ears
Wear ear plugs or take suitable countermeasures to protect your ears when you must operate the machine under extremely noisy conditions.
- Maintenance of protective devices
Periodically inspect protective devices to assure that they are functioning properly. Use them at all times.

WHEN ANOTHER PERSON OPERATES YOUR MACHINE

When another person operates your machine, you must explain how to operate and instruct him or her to read this manual fully to avoid unexpected accident.

**FIG. 1-2****FIG. 1-3****FIG. 1-4****FIG. 1-5**

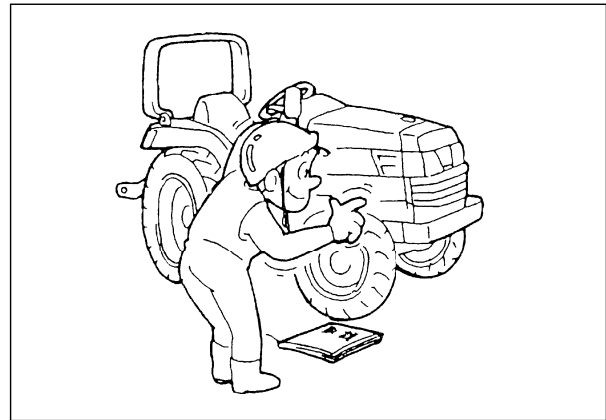
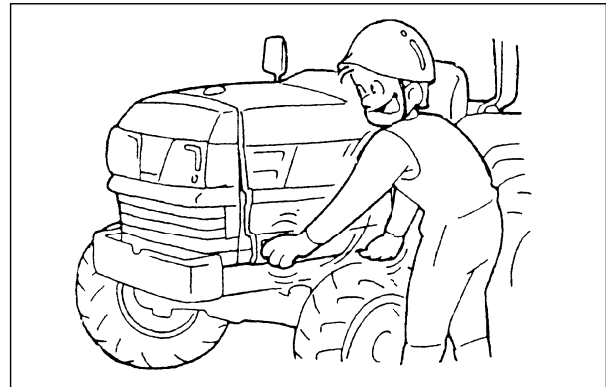
BEFORE OPERATION

- (1) Set up an operation plan with sufficient time allowance. A tight plan may result in unexpected accidents when work has to be rushed.
- (2) Inspect and service the machine periodically in accordance with the instructions given in the operation manual to maintain the machine in the best condition.

Pay special attention to the controls, especially to the brakes and clutch, and safety measures for the machine functions properly and performs normally, the chance of an accident will be reduced greatly.

If safety devices are damaged or do no work, please consult your ISEKI dealer.

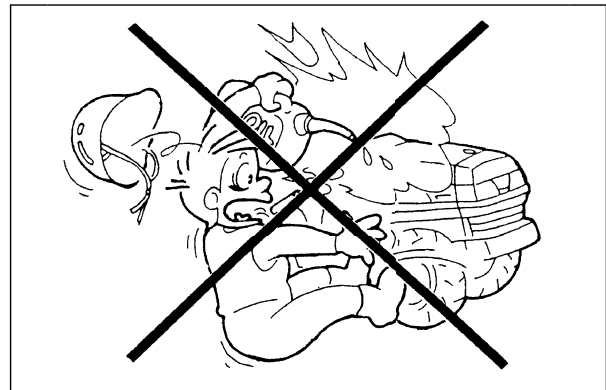
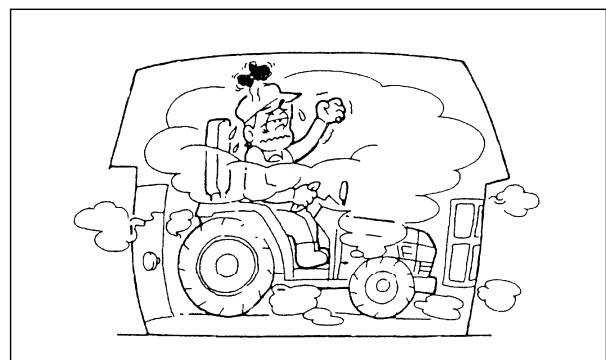
- (3) Before removing a safety devices, such as a safety cover, be sure that the machine has stopped completely. Never forget to replace the removed part after servicing.
- (4) Never re fill fuel while the engine is running or is still hot. Keep away from open fires and never smoke around a fuel tank or while fueling into the machine. Never use open flames for illumination when fueling the machine at night.

**FIG. 1-6****FIG. 1-7****STARTING ENGINE AND MOVING TRACTOR**

- (1) Before starting the engine indoors, make sure that there is proper ventilation because exhaust fumes contain poisonous carbon monoxide, which cause lethal poisoning.
- (2) Before starting the machine, confirm that the transmission gear has been shifted to the appropriate speed, that there is no one near the machine, and that the implement is securely installed on the machine.

Always operate the machine from the operator's seat. Never leave the seat except in an emergency when operating the machine.

- (3) Before starting to move, pay attention to safety conditions around the machine to avoid injury to bystanders or damage to property. Never move abruptly.

**FIG. 1-8****FIG. 1-9**

WHEN TRAVELLING

- (1) When you travel on roads, ensure the differential lock is off, or the tractor may turn over.
- (2) Do not make sharp turns when operating at high speed or for transportation as the tractor may turn over.
- (3) When operating on poor footing such as a rough road, a slope, a road along a ditch or river, or undeveloped land, drive the tractor at low speeds and operate it carefully.
- (4) Do not make sharp turns on a slope. It may cause turnover of the tractor.

When climbing up a hill, shift the speed change lever to the most suitable speed. Start moving the tractor as slowly as possible.

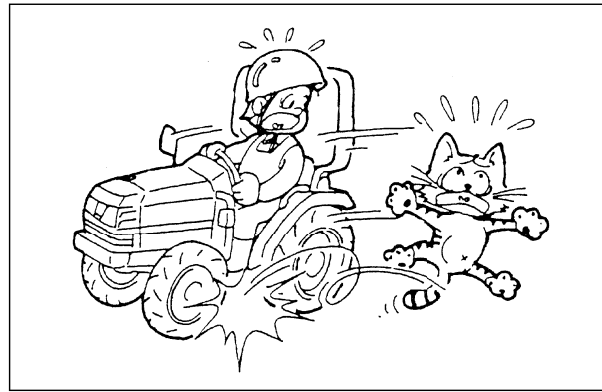
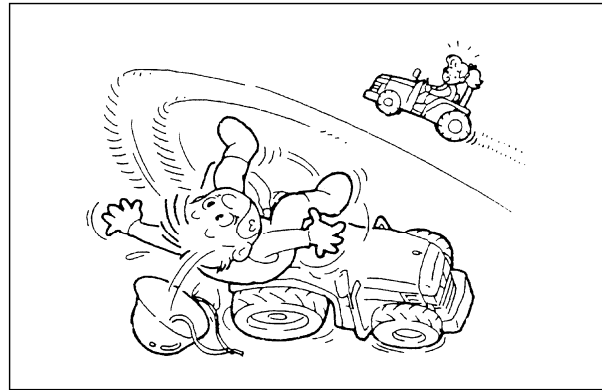
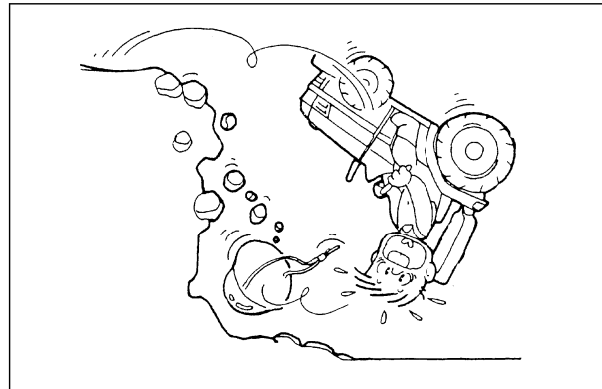
While climbing up a hill, never shift speeds along the way.

When starting to move the tractor on an up-hill slope, be sure that the front wheels do not lift up.

When going down a hill, drive the tractor at slower speed that used to climb up the hill.

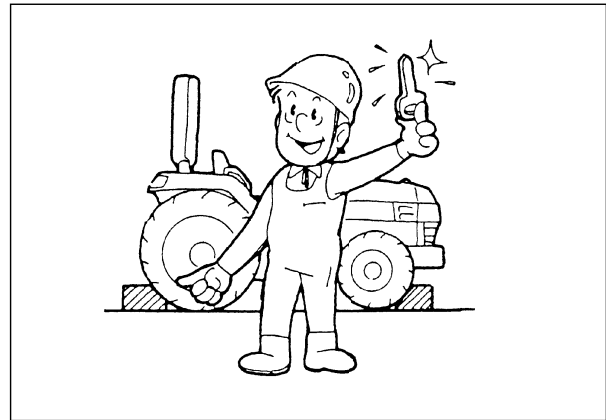
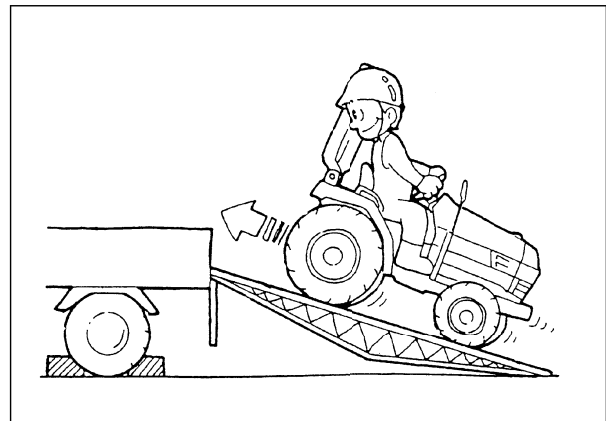
While going down a hill, never shift into neutral, and never try to control the speed only with the brakes; use the engine brake effectively.

- (5) When travelling on a road where one or both shoulders are slanted and which run along a ditch, look out for softened shoulders especially when the ditch is full of water and be careful not to let the machine slip sideways.
- (6) Never allow other persons to get on the machine or the implement except when the machine or the implement is provided with a seat or a platform for persons to sit or stand on, and only within the capacity specified.
Never allow persons to get on the implement while traveling on roads.
- (7) When parking the tractor, you have to park it on hard, level ground and provide sufficient safety measures by grounding the implement, removing the key, applying the parking brakes, and chocking the wheels securely.
- (8) Keep inflammable away from the engine during operation. Especially during stationary operation do not operate the engine at high speeds so as not to set fire to grass or straw with a heated exhaust pipe or exhaust fumes.
- (9) When you have to operate the tractor at night, make sure of the location of the controls. If not, the tractor might work unexpectedly by mistake.

**FIG. 1-10****FIG. 1-11****FIG. 1-12****FIG. 1-13**

LOADING ONTO OR UNLOADING FROM A TRUCK

- (1) When loading the tractor onto a truck or a trailer, turn off the truck's engine and apply the parking brakes to the truck or the trailer. Otherwise, the truck could move and the tractor falls to the ground.
- (2) Pay sufficient attention to the safety conditions around the tractor and have it guided by someone to assist the operation. Never allow other persons to approach the tractor, especially in front of or behind it.
- (3) When loading or unloading the machine on/off a truck, set slip-proof ramps at the same angles and drive the tractor straight at sufficiently slow speeds. Loading the tractor in reverse travel and unloading it in forward travel.
- (4) Never depress the brake pedal during loading or unloading operation, or the tractor may shift sideways, which may cause it to fall off the ramps.
- (5) If the engine stalls unexpectedly on the ramps, depress the brake pedal immediately and roll the tractor to the ground by manipulating the brake pedal. Start the engine on the ground and try again.
- (6) When the machine is loaded on the truck, stop the engine, apply parking brakes, and withdraw the starter key, chock the wheels, and rope it securely to the truck. During transportation, do not make sharp turns needlessly so as not to shift the loaded tractor.
- (7) Use ramps with the same or better specifications mentioned below. When the machine is equipped with attachments other than those included in the specifications mentioned below, ask your ISEKI dealer for advice.

**FIG. 1-14****FIG. 1-15****SPECIFICATIONS OF THE RAMPS****Length**

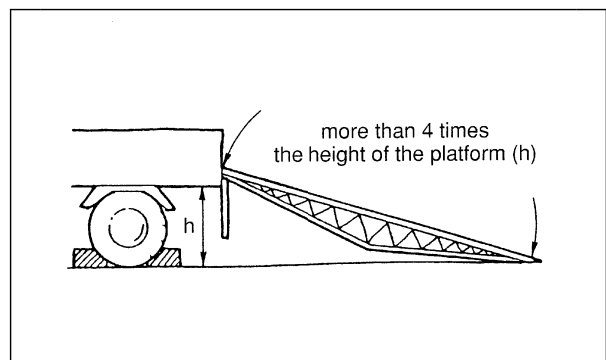
More than 4 times the height of the platform of the truck

Width (effective width) more than 35cm

Capacity (one ramp) more than 1700kg

Ramps should have anti-skid surfaces

- (8) Hook the ramps securely on the platform of the truck with the top of the ramp level with the platform.
- (9) Always prepare for even the worst, by never allowing other persons near the tractor.
- (10) Drive the tractor carefully at the moment the tractor moves from the ramps onto the platform, for it changes angle abruptly.

**FIG. 1-16**

DURING OPERATION

- (1) During operation, never allow other persons in the vicinity of the tractor, because the tractor itself or flung pieces may cause injury.
- (2) Pay attention to safety around the tractor to avoid injury to bystanders or damage to property. Especially when operating with other persons, use the horn to warn them.
- (3) When crossing a ditch or a levee or when passing through soft land, drive the tractor slowly and straight forward so that it does not slip or turn over.
- (4) Do not touch dangerous parts such as rotating parts, moving parts, hot parts (muffler, radiator, or engine, etc.), or electric parts (battery terminals and other live parts), or you may be injured seriously.
- (5) If you use a trailer, use a proper one which suits your tractor. Using an improper trailer may cause serious accidents. Never attempt to haul beyond the tractor's capacity. If you have a question, please consult your ISEKI dealer.

Follow strictly the instructions outlined in the operator's manual of the mounted or trailed machinery or trailer, and not to operate the combination tractor – machine or tractor – trailer unless all instructions have been followed.

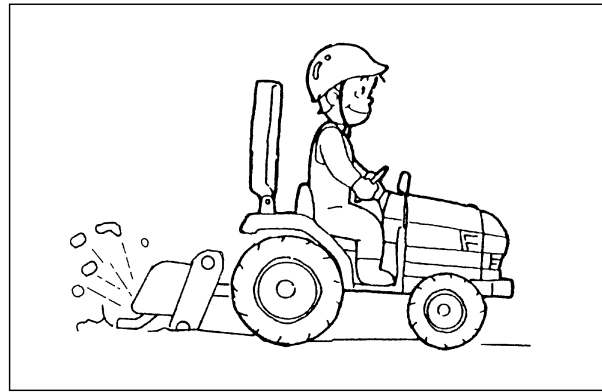


FIG. 1-17

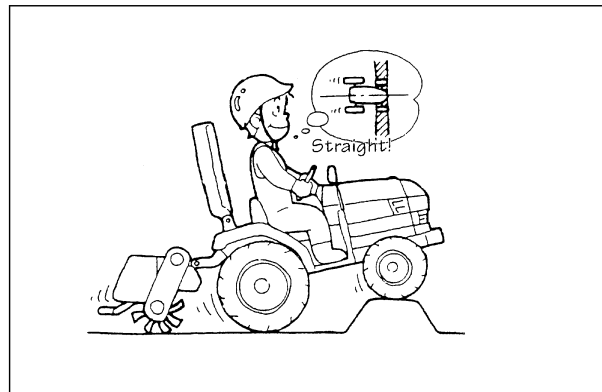


FIG. 1-18



FIG. 1-19

- (6) When moving the machine toward an implement for the purpose of installing the implement, never allow any one to stand in between. When installing the implement on the machine, be prepared to move away promptly in the event of an emergency. The brakes should be applied securely during installation.
- (7) When front loader is attached, be aware of the risk of falling object from the loader bucket. Wear protective headgear such as a helmet.
- (8) Though Tractor is primarily used in agriculture, it may be used occasionally in a forestry application. Pay special attention to the identified below hazards:
 - Toppling trees, primarily in case a rear mounted tree grab-crane is mounted at the rear of Tractor.
 - Penetrating objects in the operator's enclosure, primarily in case a winch is mounted at the rear of Tractor. (e.g. snapping of winch cable).

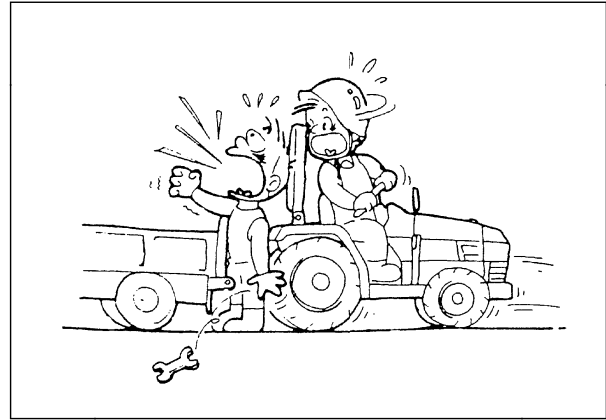


FIG. 1-20

DISMANTLING AND DISPOSAL

When the machine or its parts completes their useful life, consult your ISEKI dealer for dismantling and disposal. If you try to dismantle and dispose by yourself, be ware of the necessity of hazards and safety precautions.

INSPECTION AND MAINTENANCE

- (1) When servicing the tractor or mounting or dismounting an implement, place the tractor on level, hard ground which is sufficiently illuminated, or unexpected accidents may occur.
- (2) When servicing the tractor, follow the instructions listed below:
 - Stop the engine.
 - Apply parking brakes.
 - Disengage all PTO.
 - Place all gear shift levers in neutral.
 - Remove the starter key.
 - Lower the implement fully, if equipped.If not, your hands or clothes may be caught or sandwiched between.
- (3) When servicing the tractor, use proper tools. Using makeshift tools may lead to injuries or poor servicing, which may result in unexpected accidents during operation.
- (4) The engine, muffler, radiator, etc. are very hot just after operation, so wait until they cool down sufficiently to avoid burns.
- (5) Never remove the radiator cap while the engine is hot or running. Wait until the engine cools down and then relieve the radiator pressure by releasing the radiator cap. Carelessly pouring cooling water into the heated radiator can cause serious damage to the radiator and the engine. Careless removal of the radiator cap can cause serious injury because of overheated water vapour.
- (6) Never fit unauthorized implements or attempt unauthorized modification.
- (7) Be sure to reinstall the removed safety covers in place as exposed dangerous parts may cause serious injury.
- (8) Avoid high-pressure fluids. Escaping fluid under pressure can penetrate the skin and cause serious injury, so keep hands and body away from pin holes and nozzles ejecting such fluids. Be sure to consult your dealer about the hydraulic and fuel injection system trouble.
When checking for leaks, use a piece of cardboard or wood without fail. If any hydraulic fluid is injected accidentally into the skin, it must be removed within a few hours by a doctor familiar with this type of injury.

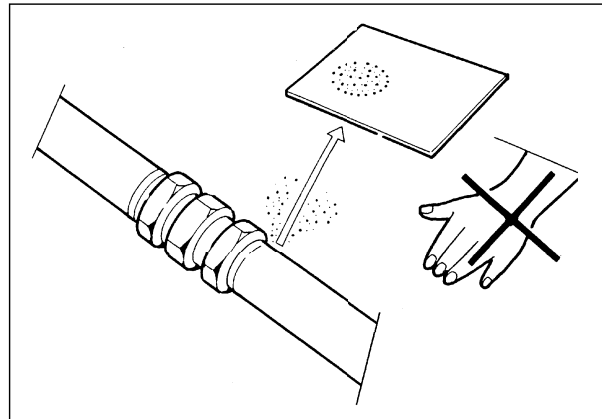


FIG. 1-21

- (9) When servicing wheels and tires, the tractor and/or implement must be supported on suitable blocks or stands. Not a hydraulic jack.
Do not attempt to service a tire unless you have the proper equipment and experience to perform the job. Have the work carried out by your ISEKI dealer or a qualified repair service.
When seating tire beads onto rims, never exceed the maximum inflation specifications specified on the tire. Inflation beyond this maximum pressure may brake the bead, or even the rim, with dangerous, explosive force.
If tire have deep scratches, cuts or punctures, the replaced by qualified personnel as soon as possible.
Wear suitable protective clothing, gloves, eye/ face protection.

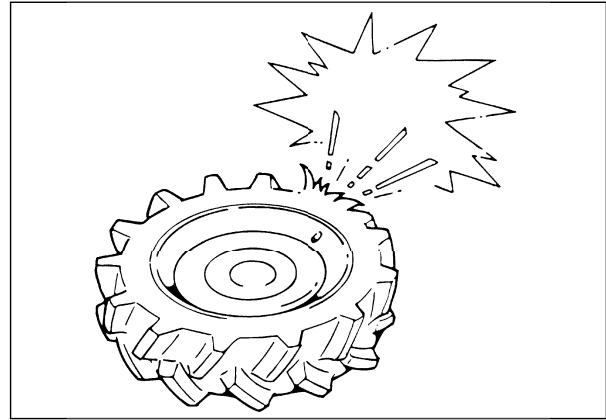


FIG. 1-22

STORAGE

- (1) Never cover a hot machine just after operation with a tarpaulin or the like, or the heated engine and related parts may cause a fire.
- (2) Before storing the tractor for a long period of time, disconnect the battery cables to prevent them, in case they are gnawed by a rat, from causing a short circuit, which may lead to a fire. When disconnecting the cables, disconnect the negative (-) cable first.
- (3) Safe storage of dangerous objects
- When storing dangerous implements, take appropriate safety measures to prevent accidents by covering with tarpaulin.
 - Store fuel in a safe place with caution signs such as "PREVENT FIRE" or "INFLAMMABLE".
 - All inflammable must also be stored in a safe, fire-resistant location.

MAINTENANCE OF THE ELECTRIC SYSTEM

TO MAINTAIN ELECTRIC WIRING

- (1) When servicing the electric wiring, stop the engine without fail. Otherwise your hands or clothes may be caught in or sandwiched between rotating parts.
- (2) Before manipulating electric parts, be sure to disconnect the earth battery cable (-), or you may get an electric shock or be injured by sparks.
- (3) Loose electric terminals or connectors may not only lower electrical performance but also cause short circuit or leakage of electricity, which may lead to a fire. Promptly repair or replace damaged wiring.
- (4) Remove chaff or dust from the battery, wiring, muffler, or engine. Otherwise it could result a fire.

TO HANDLE THE BATTERY

- (1) When working around the battery, avoid smoking. The battery generates explosive hydrogen and oxygen gases when it is being charged. Keep the battery away from sparks or open flames.
- (2) The battery should be inspected before starting the engine. Be careful not to touch the electrolyte when removing the vent plugs. If the battery electrolyte makes contact with the skin or clothing, wash it off immediately with water and then consult a doctor.
- (3) When replacing or inspecting the battery, stop the engine and turn the main switch off, or electrical parts may be damaged or unexpected accident may occur.

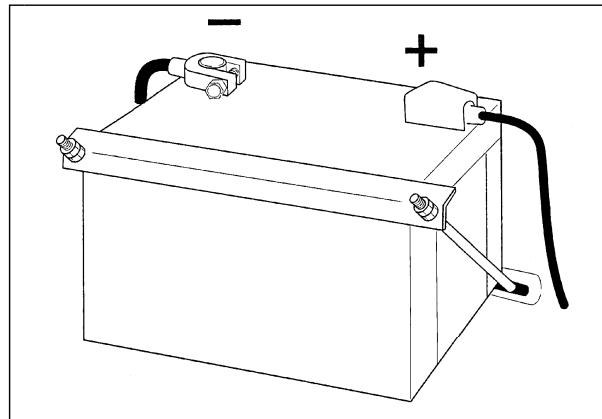


FIG. 1-23

When disconnecting the battery cables, disconnect the earth cable (-) first without fail. When connecting the battery cables, connect the positive cable (+) first. Disconnecting or connecting in wrong order may lead to a short circuit or sparks.

TO HANDLE BOOSTER CABLES

When using booster cables, pay attention to the following items for safe operation:

- (1) Before connecting cables, remove the vent plugs. This will lower the force in case of explosion.
- (2) Before connecting cables, be sure to stop the engine. Otherwise unexpected accidents may occur.
- (3) Use booster cables with sufficient electrical capacity. A cable of inadequate capacity will cause generation of heat, which may lead to a fire.

SAFETY DECALS

The labels are stuck on the tractor. You should of course read the safety instructions in the manual. But never fail to read the labels on the machine as well.

- The labels should always be clearly seen, that is, nothing should obscure them.
- When they have become dirty, wash them with soap water and wipe off with soft cloth.
- If any of them are torn or lost, order new labels from your dealer. Their codes are mentioned in "SAFETY DECALS AND THEIR LOCATION".
- A new label should be placed in the same place where the old one was located.
- When sticking on a new label, clean the place to enable the label to stick and squeeze out all air bubbles trapped under it.

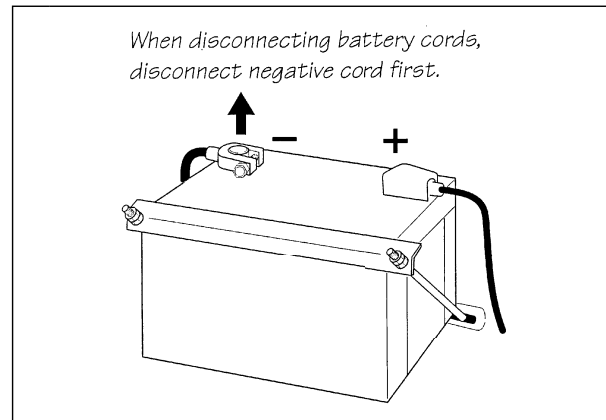


FIG. 1-24

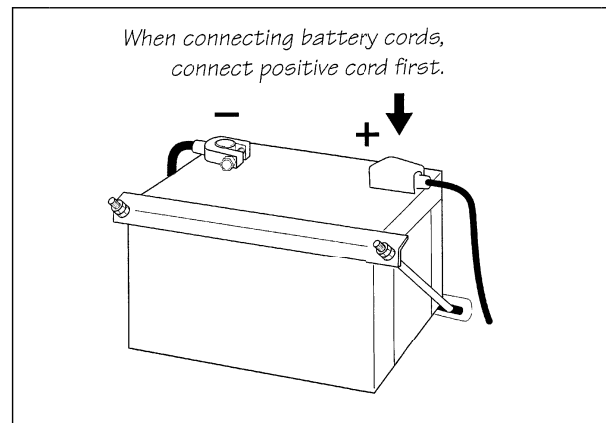
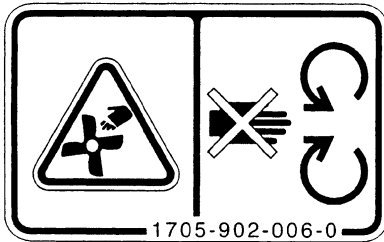


FIG. 1-25

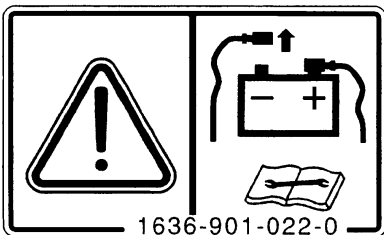
SAFETY DECALS AND THEIR LOCATIONS

- (1) Fan warning label
(Code No. 1705-902-006-0)



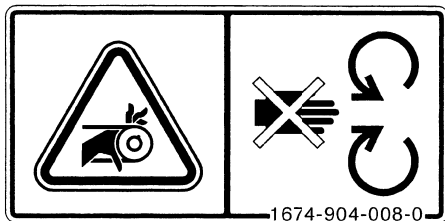
WARNING: RISK OF ENTANGLEMENT
Stay clear of the fan while it is running.

- (2) Battery disconnecting label
(Code No.1636-901-022-0)



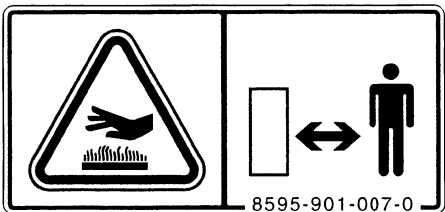
WARNING: RISK OF ELECTRIC SHOCK
When disconnecting the battery, detach the negative terminal first and attach the positive terminal first when connecting the battery.

- (3) Belt warning label
(Code No.1674-904-008-0)



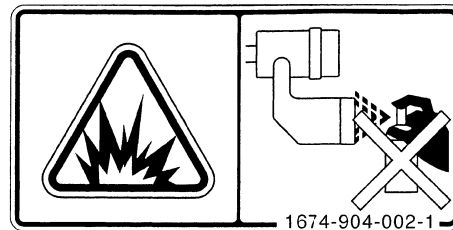
WARNING: RISK OF ENTANGLEMENT
Stay clear of the belt while it is running.

- (4) Hot part warning label
(Code No.8595-901-007-0)



WARNING: HOT SURFACES, RISK OF BURNS ON HANDS AND FINGERS
Stay clear of the heated parts until they cool down sufficiently.

- (5) Ether label
(Code No.1674-904-002-1)



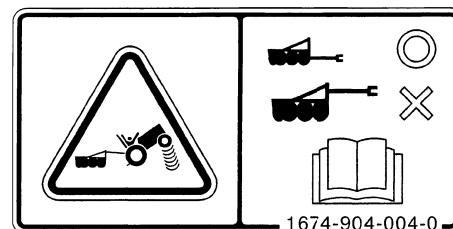
WARNING: RISK OF EXPLOSION
Ether or other starting fluid should never be used to start engines equipped with glow plugs.

- (6) PTO label
(Code No.8654-901-002-0)



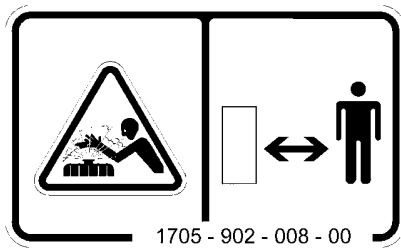
WARNING: RISK OF ENTANGLEMENT
Stay clear of the PTO shaft while the engine is running.

- (7) Trailer label
(Code No.1674-904-004-0)



WARNING: RISK OF OVERTURN
The rear implement should be installed on the tractor with an approved drawbar or by using the lower links of the three point hitch. Use only weight not exceeding the designed capability of the tractor.

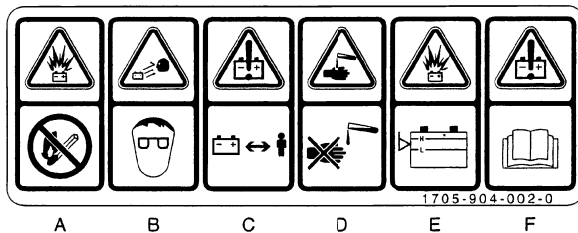
- (8) Radiator label
(Code No.1705-902-008-0)



WARNING: HIGH PRESSURE STEAM AND HOT WATER

Never remove the radiator cap during or just after operation. The water in the radiator is very hot and highly pressurized, which could cause burns.

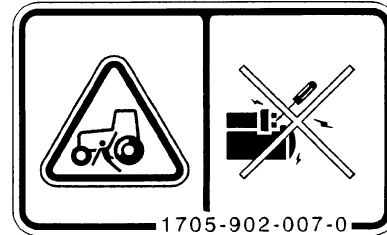
- (9) Battery label
(Code No.1705-904-002-0)



- A. **WARNING: RISK OF EXPLOSION**
Keep away from sparks or flames, which could cause explosion.
- B. **WARNING: WEAR AN EYE PROTECTION DEVICE**
Battery electrolyte (sulphuric acid) may cause blindness. Wear an eye protector to prevent contact with the eyes.
- C. **WARNING: KEEP OUT OF REACH OF CHILDREN**
- D. **WARNING: RISK OF BURNS**
Battery electrolyte (sulphuric acid) may cause burns. Avoid contact with skin or clothing. In case of an accident, flush affected part immediately with plenty of water.
- E. **WARNING: RISK OF EXPLOSION**
Never use the battery with the electrolyte surface below the "LOWER" limit, or it may explode. Never replenish exceeding "UPPER" limit or electrolyte may leak out.
- Maintenance free battery does not need to replenish distill water.
- F. **WARNING: READ OPERATION MANUAL**
Read the safety and operating instructions in the operation manual before operating the tractor.

Take care of handling the battery.
Improper handling may lead to explosion.
Never short the poles.
Charge the battery in a well ventilated place.

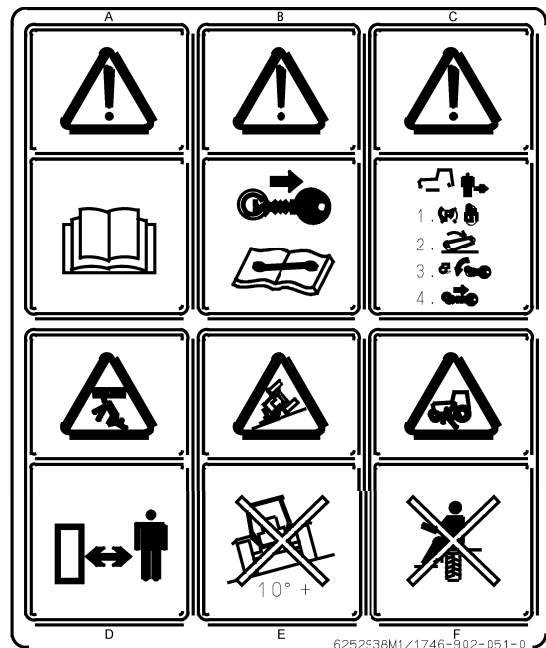
- (10) Starter warning label
(Code No.1705-902-007-0)



DANGER: RISK OF ELECTRIC SHOCK

Do not start the engine except using the start key.

- (11) Operation caution label
(Code No.1746-902-051-0)

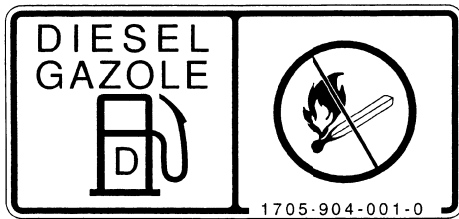


- A. **WARNING: BEFORE OPERATION**
Read the safety and operating instructions in the operation manual before operating the tractor.
- B. **WARNING: MAINTENANCE**
Do not service the tractor while the engine is running or hot, or if the tractor is in motion.
- C. **WARNING: RISK OF ABRUPT MOVING**
Before leaving the tractor, apply the parking brake, lower the implement, turn off the engine and remove the starter key to avoid unexpected moving of the tractor.

TH4295,4335,4365

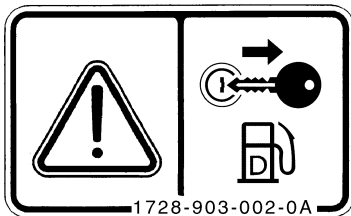
- D. **WARNING: RISK OF INJURY OR DAMAGE**
Pay attention to safety around the machine to avoid injury to bystanders or damage to property.
- E. **WARNING: RISK OF OVERTURNING**
Never operate the tractor on a slope of over 10 degrees, or it could overturn.
- F. **WARNING: RISK OF INJURY OR DAMAGE**
Never allow other persons to get on the tractor or the implement.

- (12) Fuel label
(Code No.1705-904-001-0)



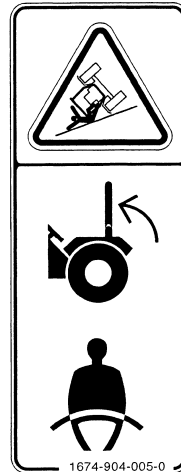
DANGER: RISK OF EXPLOSION AND BURNS
Use only diesel fuel.
Before replenishing fuel, be sure to stop the engine and wait until the engine and heated parts cool down sufficiently. Keep sparks, open flames, etc. away from the fuel tank.
No smoking!

- (13) Stop the engine when replenishing a fuel label
(Code No.1728-903-002-0)



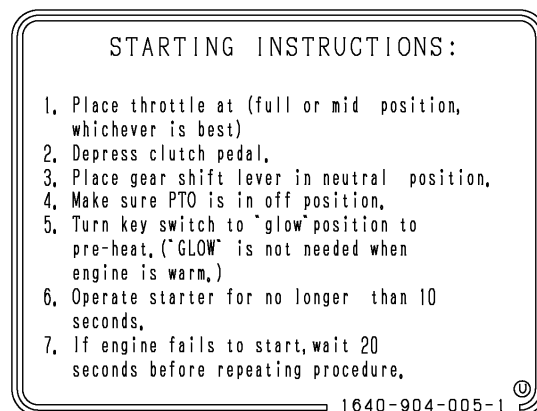
DANGER: RISK OF EXPLOSION AND BURNS
Before replenishing fuel, be sure to stop the engine and wait until the engine and heated parts cool down sufficiently.

- (14) ROPS label
(Code No.1674-904-005-0)
(ROPS/CABIN type)



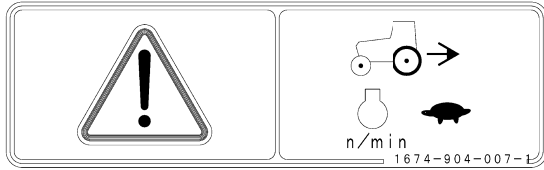
WARNING: RISK OF INJURY
Keep the ROPS in the upright position and fasten the seat belt at all times. Do not jump from the seat if the tractor starts to overturn, or you could be crushed under the tractor. The ROPS should usually be kept in the upright position during operation. However, when the ROPS has to be lowered, do not wear the seat belt and operate the tractor with extreme caution.
Do not operate the tractor with a damaged or modified ROPS/CABIN.

- (15) Starting engine caution label
(Code No.1640-904-005-1)



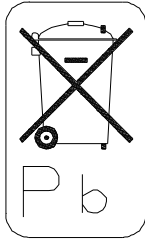
WARNING: RISK OF INJURY
“Before starting engine, make sure to set throttle lever in full or mid position. Depress clutch pedal and set shuttle and shift lever and PTO lever (switch) in neutral position.
When engine is cold, turn key switch to glow position to pre-heat.
Operate starter within 10 seconds.
If engine does not start, repeat above procedure after 20 seconds.”

- (16) Reverse label
(Code No.1674-904-007-1)



Before moving tractor to reverse direction, be sure to reduce engine speed.

- (17) Lead is used in a battery.
(Code No.1728-903-003-0)

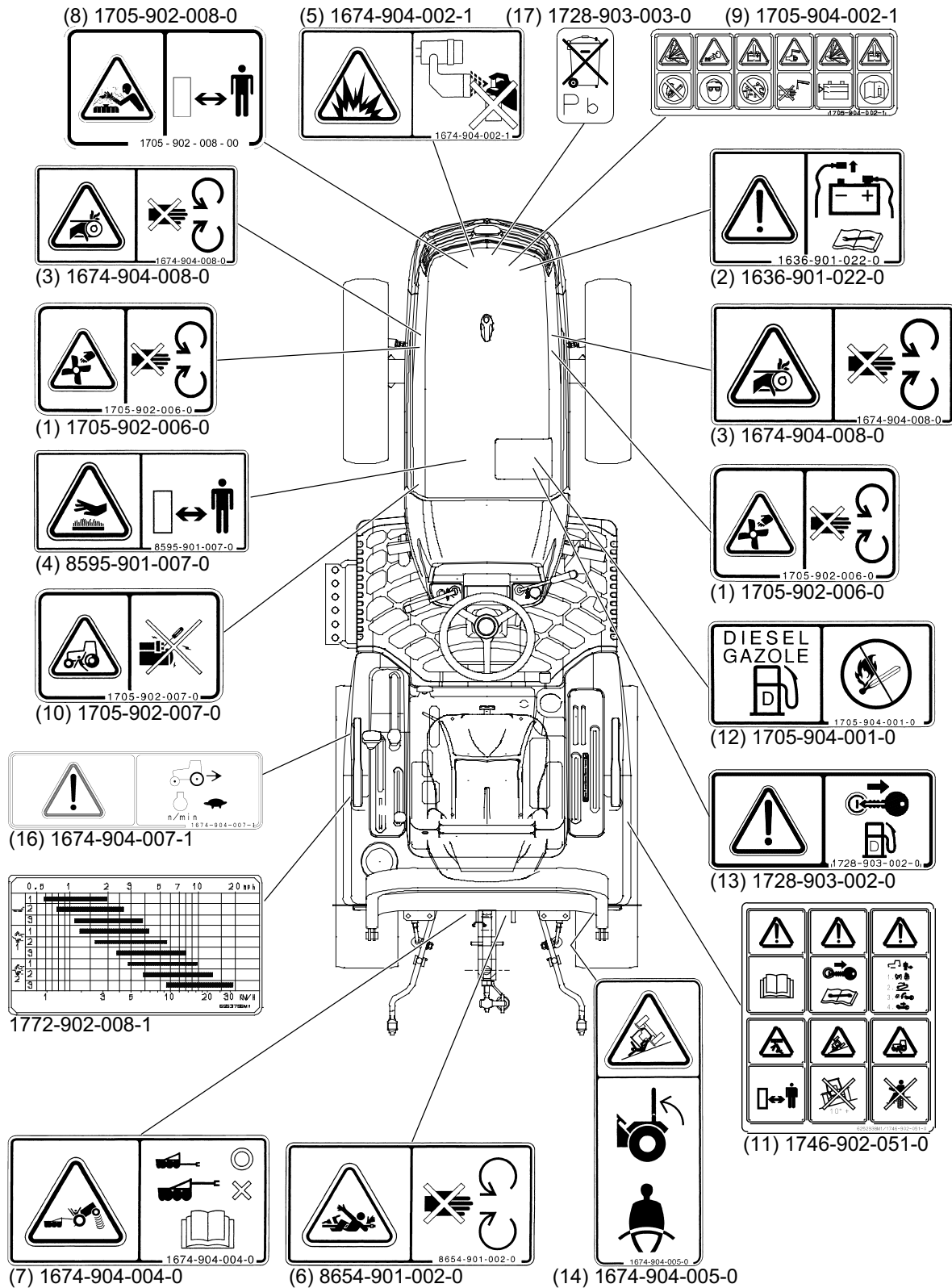


17-1 There is a warning label on a battery.

17-2 CAUTION: RISK OF ENVIRONMENT

Throw away a battery properly because lead is included in a battery. (Do not throw away a battery as the general garbage.)

**LOCATION OF SAFETY DECALS
(Except for H-type)**



Location of all instruction decals provided as a reference. Replace any decals that are damaged, missing or are not readable. Consult your dealer.

(H-type)

The diagram shows a top-down view of a tractor with various safety labels and their corresponding icons. The labels are numbered and include the following information:

- (8) 1705-902-008-0: Icon of a person being struck by a moving part.
- (5) 1674-904-002-1: Icon of a person being struck by a moving part.
- (17) 1728-903-003-0: Icon of a person being struck by a moving part.
- (9) 1705-904-002-1: Icon of a person being struck by a moving part.
- (3) 1674-904-008-0: Icon of a person being struck by a moving part.
- (1) 1705-902-006-0: Icon of a person being struck by a moving part.
- (4) 8595-901-007-0: Icon of a person being struck by a moving part.
- (10) 1705-902-007-0: Icon of a person being struck by a moving part.
- (16) 1674-904-007-1: Icon of a person being struck by a moving part.
- (1772-902-009-0: Icon of a person being struck by a moving part.
- (7) 1674-904-004-0: Icon of a person being struck by a moving part.
- (6) 8654-901-002-0: Icon of a person being struck by a moving part.
- (14) 1674-904-005-0: Icon of a person being struck by a moving part.
- (2) 1636-901-022-0: Icon of a person being struck by a moving part.
- (3) 1674-904-008-0: Icon of a person being struck by a moving part.
- (1) 1705-902-006-0: Icon of a person being struck by a moving part.
- (12) 1705-904-001-0: Icon of a person being struck by a moving part.
- (13) 1728-903-002-0: Icon of a person being struck by a moving part.
- (11) 1746-902-05: Icon of a person being struck by a moving part.

21

INTRODUCTION

The information in this publication describes the operation, maintenance and servicing of the TH4295, 4335, 4365 Tractors. Every effort has been made to provide correct and concise information to you, the operator, as available at date of book publication. Your ISEKI Dealer is available for farther information about items in this book or details of your machine not be understood.

This book is supplied with each machine to familiarize the operator with proper instructions needed for operation and maintenance. Studying and adhering to these instructions will insure optimum machine performance and longevity. A machine that is maintained properly and operated in the intended manner will provide greater dividends than one that is neglected and/or operated in manner other than as intended. Design and servicing of this machine has been kept as simple as possible to permit maintenance operations to be carried out with tools normally available.

This book should be thoroughly read and understood prior to operation of this machine. Inexperienced operators should study contents of this publication and receive instruction from an experienced operator when possible. Your ISEKI Dealer can also assist in areas concerning machine operation and provide details concerning safe operation. It is suggested that this booklet be kept readily accessible, preferably with the machine, for future reference if questions or concerns arise. If the original book should become damaged, consult your Dealer in regards to acquiring a replacement.

Customers are strongly advised to use an official ISEKI Dealer in connection with any service problems and adjustments that may occur. The ISEKI Dealer network is specially trained and equipped for all service work and to advise customers on specific applications of the Tractor in local conditions.



CAUTION: In some of the illustrations used in this Operator Instruction Book, panels or guards may have been removed for clarity. Never operate the Tractor with these panels and guards removed. If the removal of a shield is necessary to make a repair, it MUST be replaced before operation.



**CAUTION: READ THIS BOOK IN ITS ENTIRETY PRIOR TO OPERATING MACHINE.
Use only ISEKI parts for repairs and/or replacement.**

TRACTOR IDENTIFICATION

HOMOLOGATION ATTESTATION NUMBERS

ISEKI & CO., LTD. TOKYO/JAPAN	
TYPE: TH4A	VARIANT: TH4335FSR
EC NO	e13 2003/37 0125
IDENTIFICATION NO:	TH4335000001
TOTAL PERMISSIBLE MASS: kg	1710-2000
P.FRONT AXLE LOAD kg	610-900
P.REAR AXLE LOAD kg	1100
PERMISSIBLE TOWABLE MASS kg	1500
-UNBRAKED TOWABLE MASS:	3000
-INDEPENDENTLY-BRAKED:	3500
-INERTIA-BRAKED:	NA
-ASSISTED BRAKING SYSTEM:	NA

FIG. 3-1

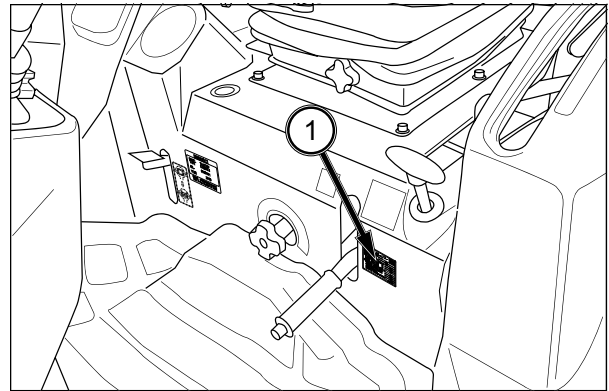


FIG. 3-2

MODEL TYPE DESIGNATION

TH4335F		S	K	M	J	W	R	E4	A
Symbol	Engine Horsepower								
TH4295F	20.9kW								
TH4335F	24.2kW								
TH4365F	26.6kW								
Symbol	Transmission Type								
Omit	Mechanical								
S	Shuttle								
H	Hydro-static with mechanical gear and independent PTO clutch								
Symbol	PTO clutch								
Omit	None								
K	Independent								
Symbol	Mid PTO								
Omit	None								
M	Mid PTO								
Symbol	Type								
Omit	Rear ROPS								
A	Center ROPS								
Symbol	Destination								
E4	Europe								
E6	Oceania								
Symbol	ROPS								
Omit	None								
R	ROPS								
Symbol	External Auxiliary Hydraulics								
Omit	None								
V	1 valve								
W	2 valves								
Symbol	Joystick								
Omit	None								
J	Joystick								

TH4295,4335,4365

MODEL/SERIAL NUMBER

Each Tractor is identified by means of Tractor model and serial numbers. As a further identification, engine and chassis are provided with identification numbers.

To ensure prompt, efficient service when ordering parts or requesting repairs from authorized Dealer, record these numbers in spaces provided.

TRACTOR MODEL/TYPE

--	--

TRACTOR SERIAL NUMBER

--

FIGS. 3-3 & 3-4: Tractor identification plate, 1, located below operator's seat on right-hand side of fender. Contains model number in addition to Tractor serial number.

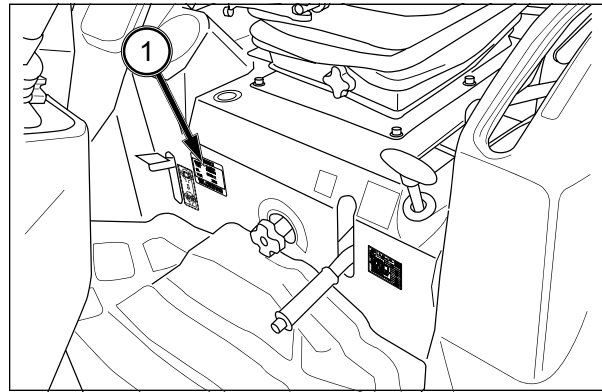


FIG. 3-3

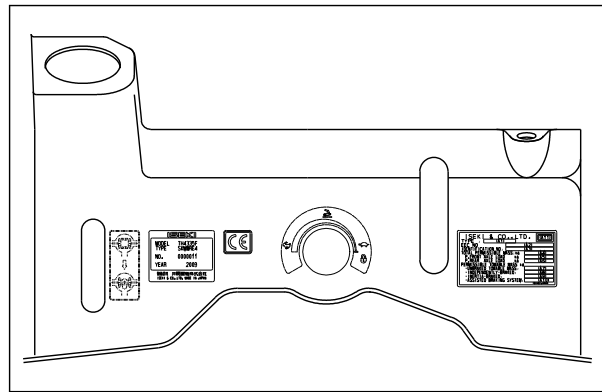


FIG. 3-4

ENGINE MODEL NUMBER

--

ENGINE SERIAL NUMBER

--

FIG. 3-5: Engine model number, 1, is cast on right side of engine block, below the injection pump.

Engine serial number, 2, is stamped on cylinder block, below engine model number.

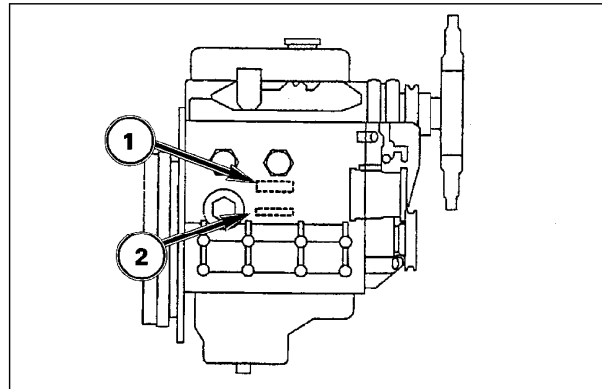


FIG. 3-5

CHASSIS NUMBER

--

FIG. 3-6: Chassis number, 1, is stamped on right side of front frame.

NOTE: Reference to left-hand and right-hand, used throughout this book, refers to the position when seated in operator's seat and facing forward.

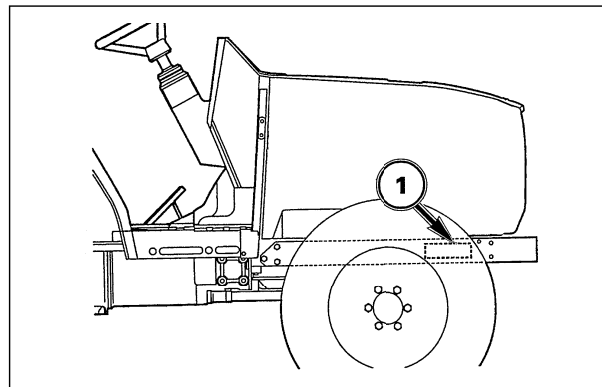


FIG. 3-6

MAJOR COMPONENTS

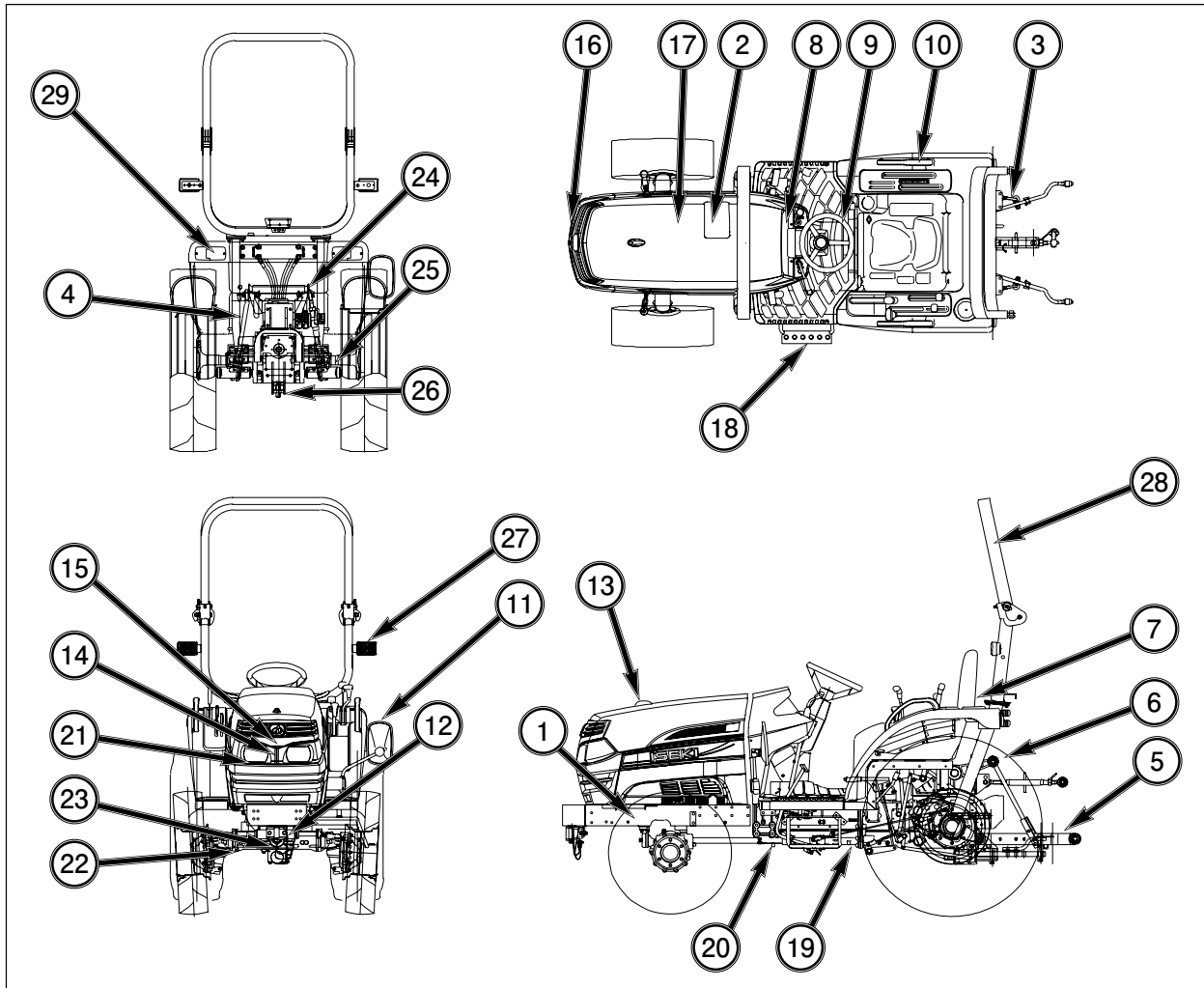


FIG. 3-7

FIG. 3-7: Identification and terminology of major components, as given in this book, are as follows:

- | | |
|-----------------------|---|
| 1. Front Wheels | 16. Front Hitch |
| 2. Fuel Tank Filler | 17. Engine |
| 3. Check Chain | 18. Foot Step |
| 4. Lift Rod | 19. Transmission |
| 5. Lower Link | 20. Front Wheel-Drive Shaft |
| 6. Rear Wheels | 21. Headlight |
| 7. Operator's Seat | 22. Front Axle |
| 8. Instrument Panel | 23. Front Axle Pivot |
| 9. Steering Wheel | 24. Lift Arm |
| 10. Fender | 25. Rear Axle |
| 11. Rear view mirror | 26. Drawbar |
| 12. Steering Cylinder | 27. Turn/Hazard Position Light |
| 13. Hood | 28. Roll-Over Protective Structure (ROPS) |
| 14. Front Grille | 29. Turn/Reflector/Tail Light |
| 15. Battery | |

INSTRUMENTS & CONTROLS

General layout and location of controls within operator's area on Tractor. Specific use of these controls is given later in this section and also in "Operation" section of this book:

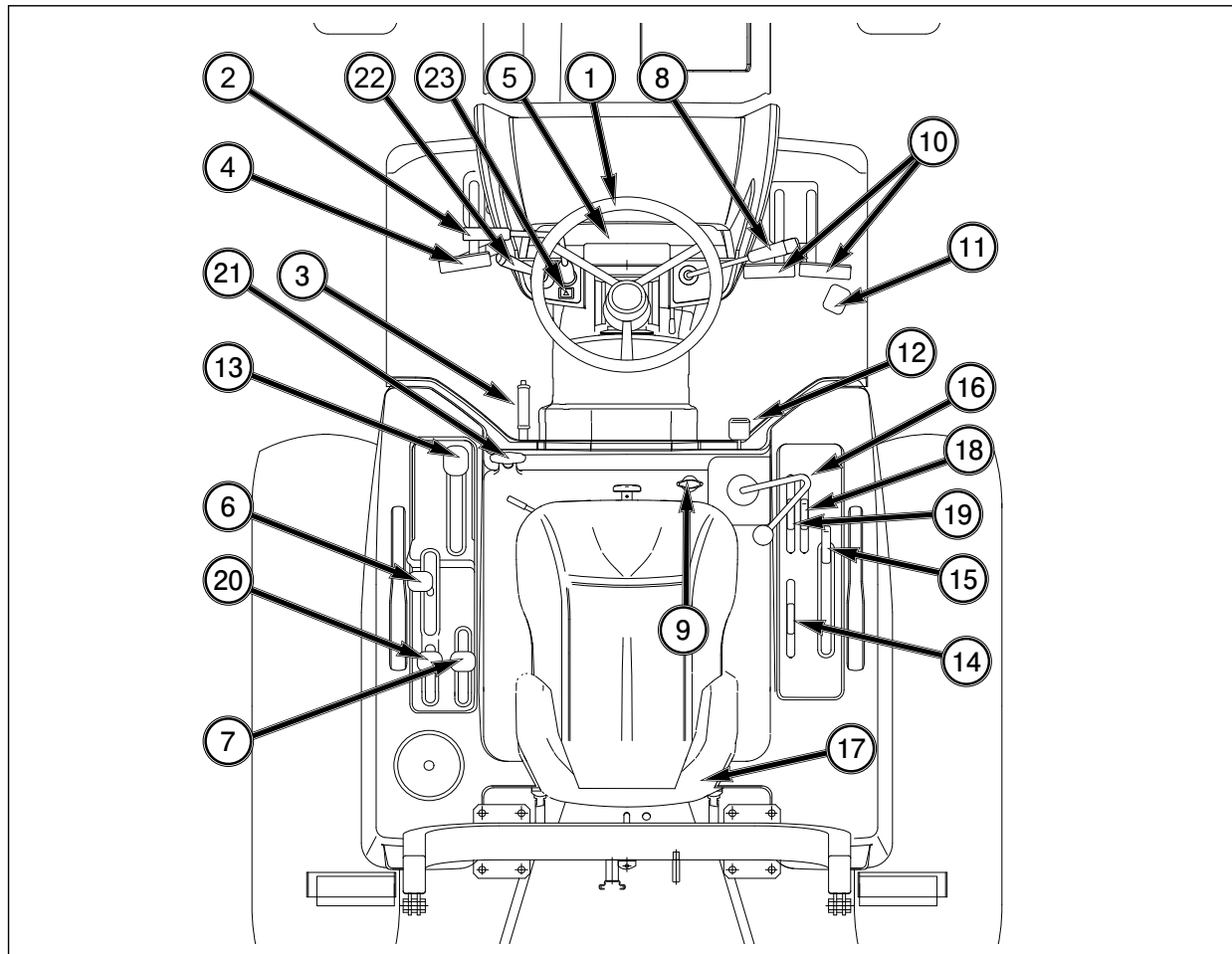


FIG. 4-1 (Mechanical Transmission)

FIG. 4-1: Mechanical Transmission

- | | |
|---|---|
| 1. Steering Wheel | 13. Gear Shift Lever |
| 2. Forward / Reverse Lever (S-type) | 14. Three Point Hitch Draft Control Lever (accessory) |
| 3. Parking Brake Lever | 15. Three Point Hitch Position Control Lever |
| 4. Clutch Pedal | 16. Joystick Control Lever (accessory) |
| 5. Instrument Panel | 17. Operator's Seat |
| 6. Range Shift Lever | 18. External Auxiliary Hydraulics Lever (accessory) |
| 7. Rear Power Take-Off (PTO) Selector Lever | 19. External Auxiliary Hydraulics Lever (accessory) |
| 8. Hand Throttle Lever | 20. Mid Power Take-Off (PTO) Selector Lever (M-type) |
| 9. Joy stick Lockout Lever (accessory) | 21. Four wheel Drive (4-WD) Shift lever |
| 10. Brake Pedals | 22. Combination Switch |
| 11. Foot Throttle Pedal | 23. Hazard Signal Switch |
| 12. Differential Lock Pedal | |

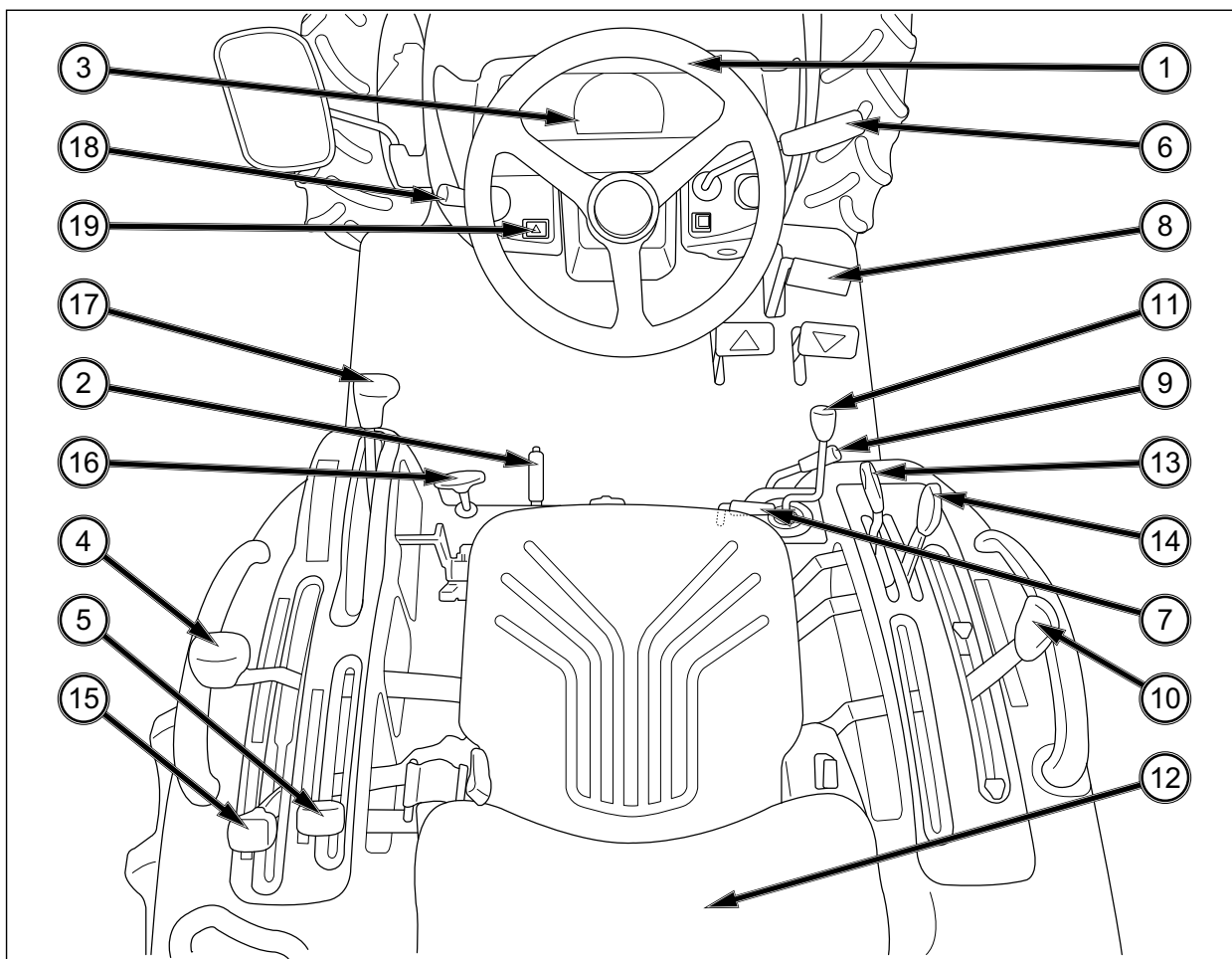


FIG. 4-2 (Hydrostatic Transmission)

FIG. 4-2: Hydrostatic Transmission

- | | |
|---|---|
| 1. Steering Wheel | 11. Joystick Control Lever (accessory)
For E6-J-type |
| 2. Parking Brake Lever | 12. Operator's Seat |
| 3. Instrument Panel | 13. External Auxiliary Hydraulics Lever (accessory) |
| 4. Range Shift Lever | 14. External Auxiliary Hydraulics Lever (accessory) |
| 5. Rear Power Take-Off (PTO) Selector Lever | 15. Mid Power Take-Off (PTO) Selector Lever (M-type) |
| 6. Hand Throttle Lever | 16. Four Wheel Drive (4-WD) Shift Lever |
| 7. Joy Stick Lockout Lever (accessory)
For E6-J-type | 17. Cruise Control Lever |
| 8. Brake Pedals | 18. Combination Switch |
| 9. Differential Lock Lever | 19. Hazard Signal Switch |
| 10. Three Point Hitch Position Control Lever | |



CAUTION: Become familiar with all operating controls prior to operating Tractor. Read this book in its entirety before starting.

INSTRUMENT PANEL

FIG. 4-3: Arrangement of gauges. Control switches and indicators located in instrument panel. Items are detailed in the descriptions that follow:

Electric Fuel Shut-Off

Turning main switch to off position will stop engine.

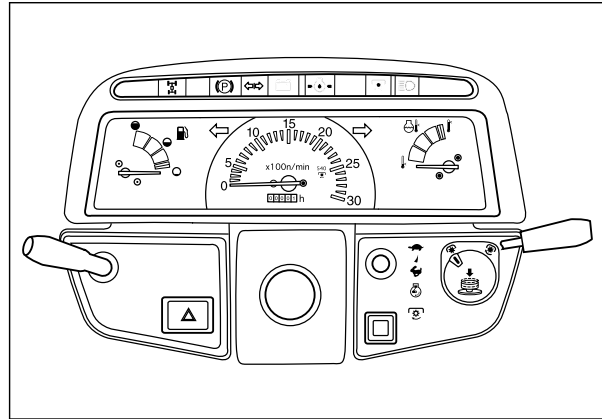


FIG. 4-3

Main Switch

FIG. 4-4: Main switch, 1, has the four following positions:

- **OFF** - Tractor engine and all electrical circuits off.(except for head light, turn/hazard position light, tail light, working lamp) Key can be removed.
- **ON** - Power supplied to all circuits. Normal operating position. Linkage on fuel injection pump moves (electrically) to the run position.
- **GLOW** - Energizes glow plugs to pre-heat combustion chambers and assist starting.
- **START** - Starter activated. This position spring loaded to "ON".

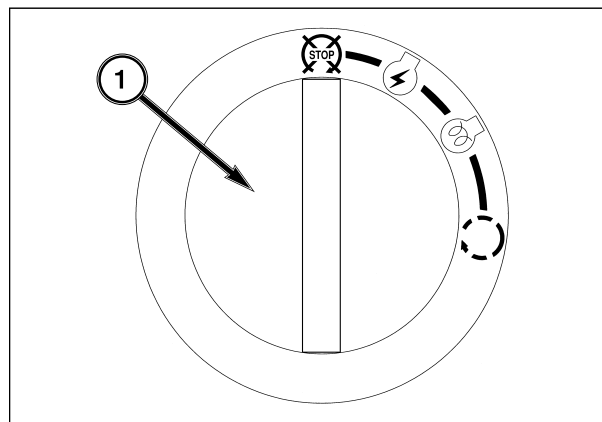


FIG. 4-4

NOTE: Main switch must be turned to "ON" before any circuits will operate. PTO switch must be off and gear shift lever in neutral before engine can be started.

This tractor is equipped with an electric fuel shut off. When main switch, 1, is turned to "start", "on", or "glow" position and gear shift lever is placed in neutral, a solenoid moves the fuel linkage on injection pump to run position to start engine. When main switch is turned to "off", solenoid moves fuel linkage to off position to stop engine.

Indicator Light Strip

FIG. 4-5: Indicator light strip, 2, contains several warning lights to monitor certain functions. Currently used positions (from right to left) are:

-  Main (High) Beam - Illuminates when headlamps in front grille are selected to high beam position by light switch.
-  Power Take-Off (PTO) - Illuminates when PTO control switch is moved to engage PTO clutch pack (PTO operating). Light will go out when PTO switch is moved to off.
-  Engine Oil Pressure - Illuminates if engine oil pressure is low. If light comes on while engine is running, shut off engine immediately and investigate cause.
-  Battery Charge - Illuminates when main switch is turned "ON" and will go out after engine starts, to indicate battery is being charged.
-  Trailer Monitor - Blink when warning lamp switch is turned on.
-  Parking Brake - Illuminates when the parking brake lever is pulled to upward to indicate engaged parking brake.
-  4WD Monitor - Illuminated when the four wheel drive lever is pushed downward, to indicate the front axle (4WD) is engaged.

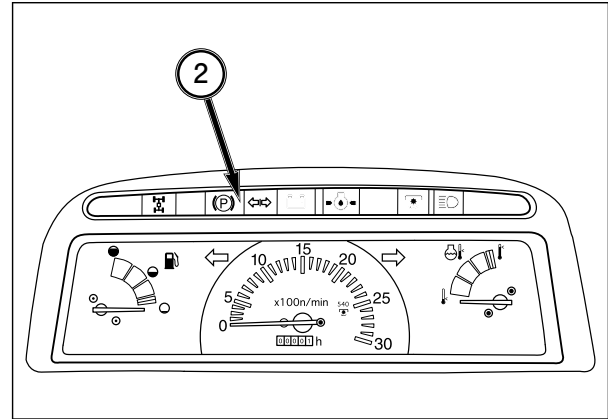


FIG. 4-5

Coolant Temperature Gauge

FIG. 4-6: Gauge, 3, indicates engine coolant temperature when main switch is selected to ON

-  - Shows too cool temperature for severe work. Allow to warm (needle in mid position) before applying heavy load.
-  - Indicates overheating (red area on gauge). Reduce engine speed to idle, allow to run at no load several minutes and investigate cause (refer to "Troubleshooting").



CAUTION: Do not service hot engine. Allow to completely cool before servicing or removing radiator cap.

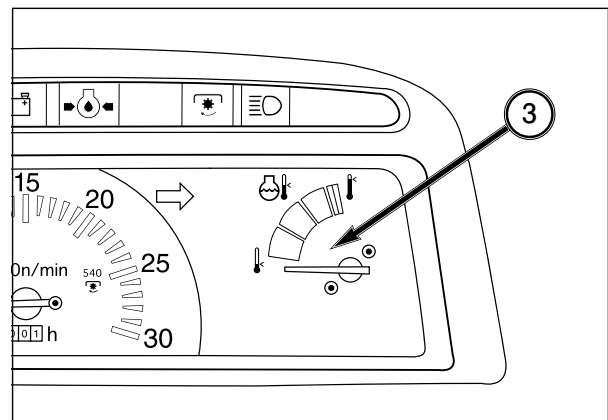


FIG. 4-6

TH4295,4335,4365**Tachometer**

FIG. 4-7: Gauge, 4, indicates engine speed in crank shaft revolutions per minute (rpm). Index is also provided to show rear PTO speed of 540 at approximately 2484 engine rpm.

Normally, the PTO speed should be between 540 and 600. Operating the PTO at a speed above 600 is too fast, and may result in a breakdown of the tractor or implement.

Hourmeter in center of gauge indicates engine and tractor use to assist in maintenance intervals. The extreme right digit indicates 1/10 hour increments.

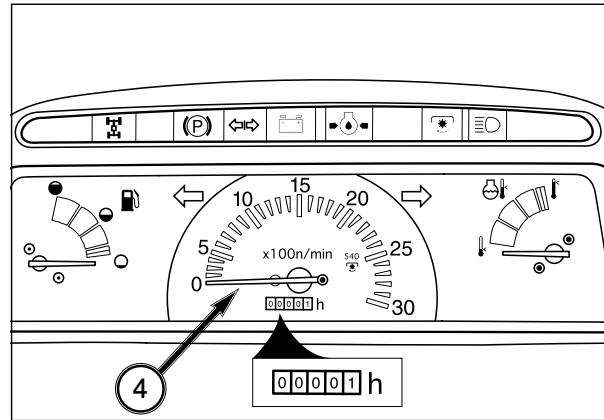
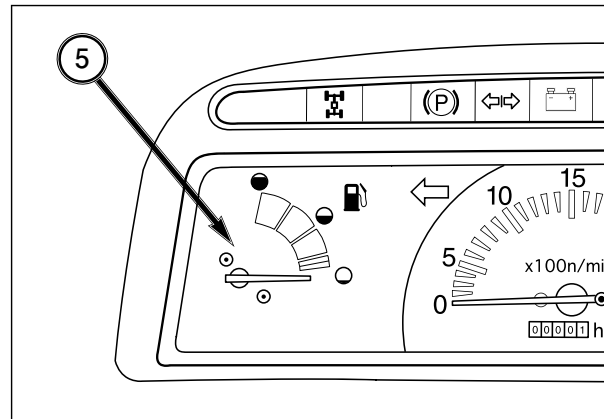
**FIG. 4-7****Fuel Gauge**

FIG. 4-8: Gauge, 5, indicates level of diesel fuel in fuel tank when main switch is "ON"

NOTE: Use only clean diesel fuel and clean area to prevent dirt/water entry into fuel tank when refilling. DO NOT run out of fuel as bleeding air from the system will be required. Keep fuel tank full to minimize condensation.



CAUTION: DO NOT refill fuel tank with engine running or hot. Allow cooling period. DO NOT smoke near fuel tank. Clean up any spilled fuel.

**FIG. 4-8****Horn / Light Turn Switch**

FIGS. 4-9 & 4-10: Horn / Light Turn Switch.

Horn Switch, 6 - Horn will sound when center switch button is depressed.

Light Switch, 7 - Is a rotary switch with three operating positions:

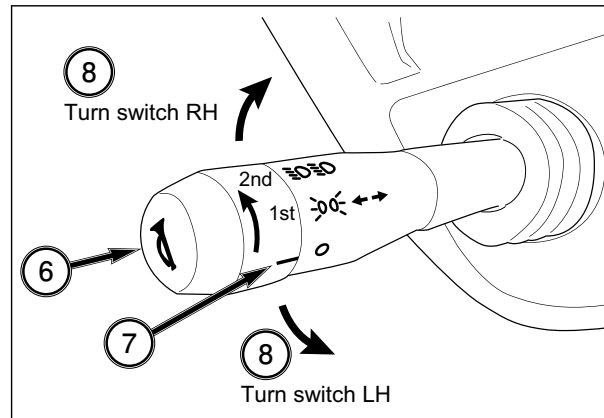
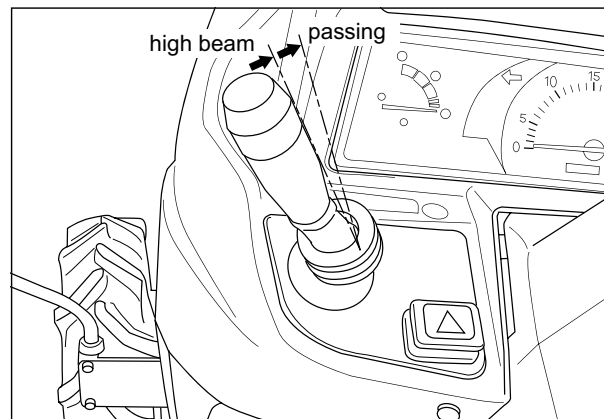
- **OFF** - Fully counterclockwise. All lights off.
- **1st** - Front clearance lamps and rear tail lights.
- **2nd** - Main beam headlights and rear tail lights.

NOTE: Passing switch

Passing switch is turned on when switch knob is pulled to upward over the high beam position.

NOTE: When high beam is selected (2nd position), light in indicator light will come on.

Turn Switch, 8 - Operate switch handle in direction Tractor is being turned. The appropriate flashing amber warning light (ROPS-mounted) will operate as turn signal. Return switch to center position to cancel.

**FIG. 4-9****FIG. 4-10**

NOTE: Turn lights will not self-cancel. Select turn/hazard light switch to center position after completing turn.

FIG. 4-11: Hazard Light Switch, - Press switch, 10, to turn on hazard lights. Both flashing amber warning lights will operate at the same time.



CAUTION: Hazard lights must be used any time Tractor is driven on public roadway. Consult local agencies for other marking requirements.

FIG. 4-12: Turn/hazard indicator lights, 11 and 12, will operate with ROPS-mounted warning lights. This provides operator with easy indication of warning light selection.

Power Take-Off (PTO) Switch (K-type, HST-type)

FIGS. 4-13 & 4-14: A dial-type safety switch, 1, is used to engage and disengage the PTO drive system. The switch must first be turned to right and then pulled up to engage PTO. When engaged, the PTO indicator light in the indicator light strip will illuminate. A PTO selectable switch, 2, is used to adjust PTO clutch modulation.

Push on: soft start (button depressed illuminated) - for high inertia loads

Push off: standard start (button out and not illuminated)

IMPORTANT: PTO switch is equipped with a lock-out to prevent accidental engagement of PTO system. To engage PTO, first turn switch clockwise and then pull up it. **DO NOT FORCE SWITCH.**

NOTE: PTO switch, 1, must be used in conjunction with rear PTO selector lever, to left of operator's seat, when rear PTO is used. Refer to "Operation" section for complete details.

When PTO control switch is "ON" the engine cannot be started. Always switch off PTO and depress main clutch pedal to start engine.

This switch is equipped with only "Independent PTO" specification model.

"Independent PTO" is not equipped on "Center ROPS" model and "V" type tractor.



WARNING: Always shut off PTO and shut off Tractor engine before servicing PTO-driven implement. Allow all movement and motion to stop before leaving operator's seat.

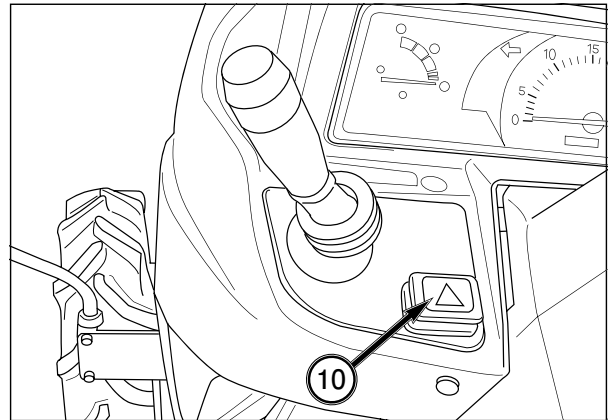


FIG. 4-11

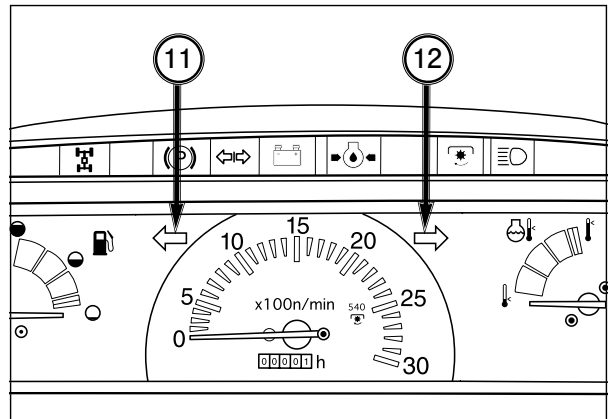


FIG. 4-12

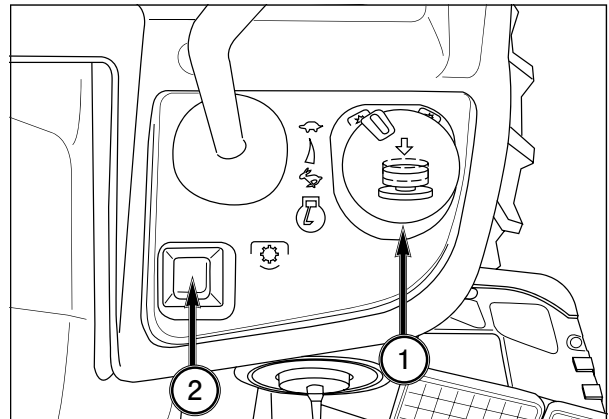


FIG. 4-13

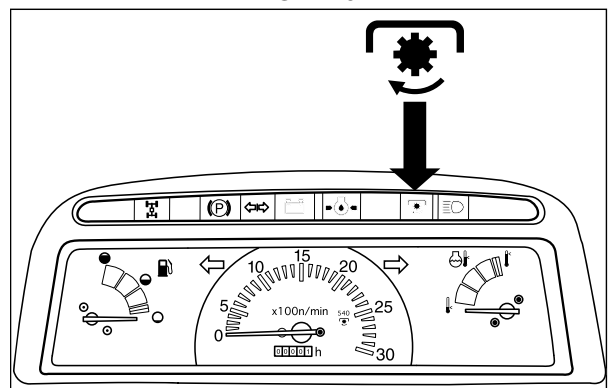


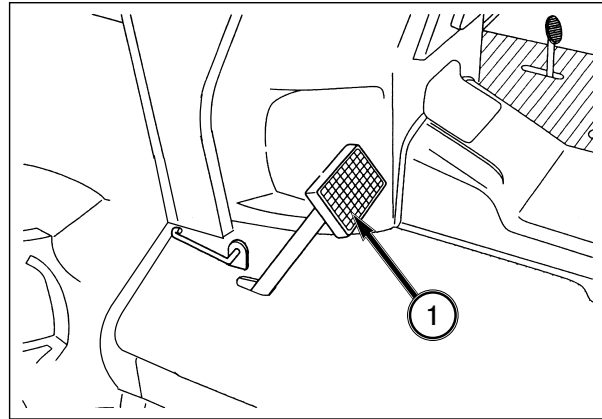
FIG. 4-14

CLUTCH PEDAL (MECHANICAL TRANSMISSION)

FIG. 4-15: The foot pedal (1) disengages the engine from the transmission when fully depressed, to permit engine starting, selecting or changing gears and stopping tractor movement. Four-wheel drive selection also requires clutch disengagement. Slowly raising the pedal will engage the clutch and start the tractor moving in the selected gear.

NOTE: *Depress clutch pedal quickly to prevent abnormal wear. Raise clutch pedal smoothly to prevent sudden movement. DO NOT “ride” clutch pedal with your foot.*

IMPORTANT: *Clutch pedal free-play must be adjusted correctly. See Clutch Free-Play Adjustment for instructions.*

**FIG. 4-15****BRAKES**

CAUTION: For towing safety, the towed equipment, when fully loaded, should not exceed 1.5 times weight of towing unit.

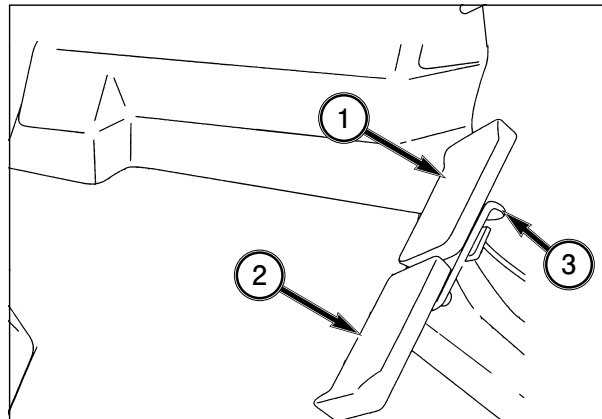
Brake Pedals

FIGS. 4-16 & 4-17: The inner brake pedal (1) and outer brake pedal (2) independently control the respective left and right wheel brakes to assist in turning.

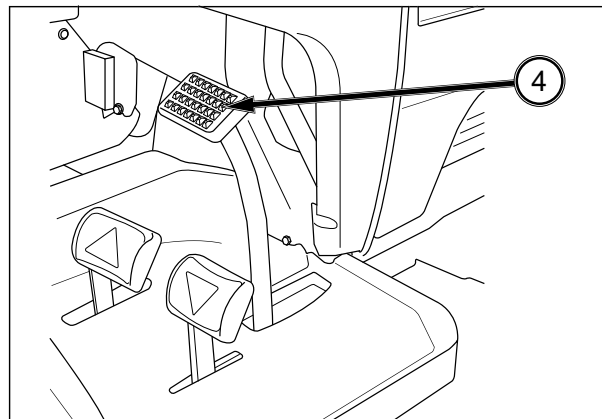
During tractor transport or high speed operation, the brake pedals should be latched together using the interlocking plate (3).



CAUTION: Do not use individual wheel brakes for transporting or operating at high speed. Always latch pedals together using interlocking plate. Make sure brakes are adjusted evenly.

**FIG. 4-16 (Mechanical)**

Hydrostatic models do not have individual wheel brakes but single brake pedal (4).

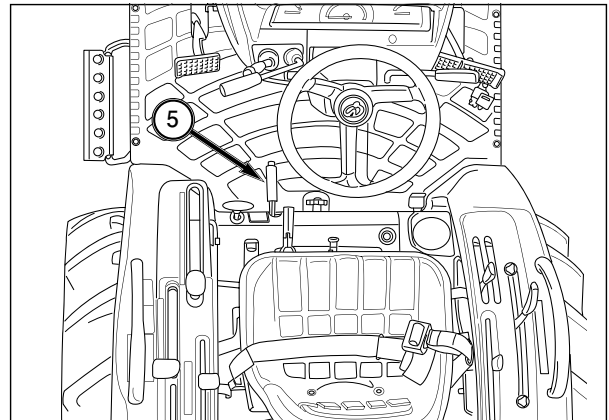
**FIG. 4-17 (HST)**

Parking Brake lever

WARNING: ALWAYS apply the parking brake before dismounting from the tractor.

FIG. 4-18: The parking brake acts on the tractor rear wheels. To engage the brake, pull upward the parking brake lever (5) to lock brakes in applied position. To release the parking brake, press the button on the end of the lever and push the lever down.

Ensure the parking brake is fully released before driving off.

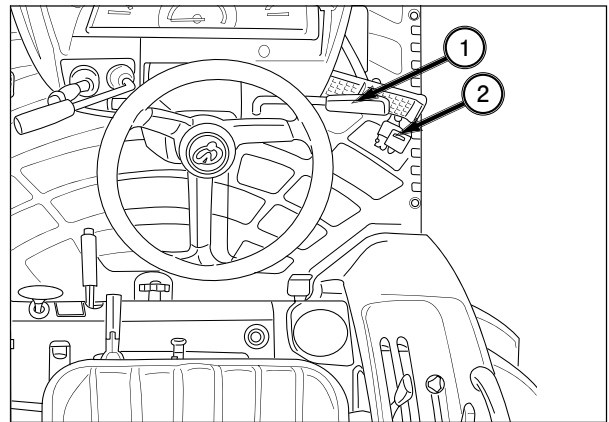
**FIG. 4-18****ENGINE SPEED CONTROLS**

CAUTION: Always select engine speed to ensure safe operation. Reduce speed prior to turning or reversing tractor.

IMPORTANT: DO NOT “race” or excessively load cold engine.

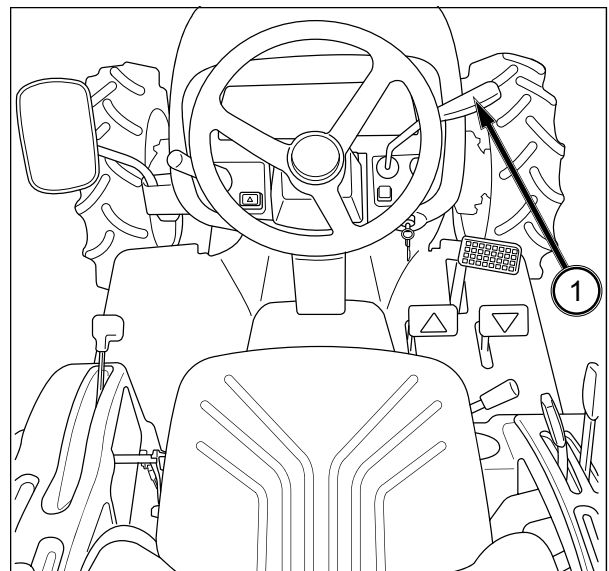
FIGS. 4-19 & 4-20: Throttle lever (1) - Controls engine speed and will remain in position selected by the operator. With hand lever forward (→), engine will idle. Engine speed increases as lever is pulled progressively rearward (←).

Accelerator pedal (2) - Will override setting of the throttle lever for increased engine speed. When the pedal is released, engine speed returns to the throttle lever setting.

**FIG. 4-19**

CAUTION: When using foot throttle pedal, the hand throttle lever must be in the low idle speed position. This ensures maximum “engine braking” when pedal is released.

NOTE: Accelerator pedal (2) is not equipped with HST transmission type.

**FIG. 4-20 (Hydrostatic transmission)**

TRANSMISSION SHIFT LEVERS

There are three type of transmission for european model.

1. Forward 9 Reverse 3 (F9, R3) type
2. Forward 8 Reverse 8 (F8, R8) type
3. Forward 3 Reverse 3 (HST) type

NOTE: When you select F8,R8 type, also you can select F12, R12 with creep speed as option.

STANDARD TRANSMISSION (F9, R3) TYPE

Two shift levers are used to select ground travel speed through different gear reductions within the drive train.

IMPORTANT: All range and gear change selections require complete disengagement of main clutch (depressing pedal).

Range And Gear Shift Levers

FIG. 4-21: The range shift lever, 1, and gear shift lever, 2, are located to the left of the operator's seat. The range shift lever provides three major speed changes, 1.

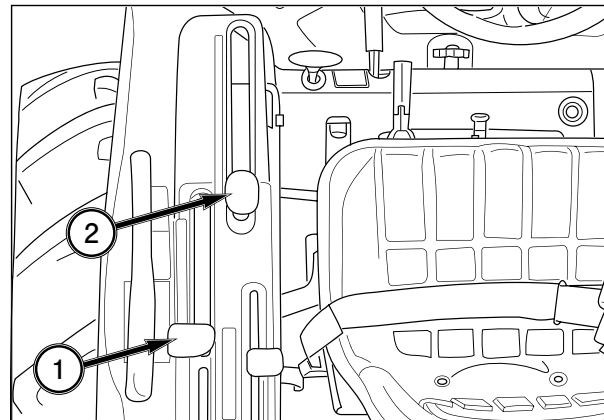


FIG. 4-21

FIG. 4-22: The gear shift lever provides three forward and one reverse gear selection, 2. These gear selections provide a small change in ground speeds and/or direction. In total, nine forward and three reverse gear speeds are possible.

NOTE: Range shift lever must be in neutral position before the tractor can be started.

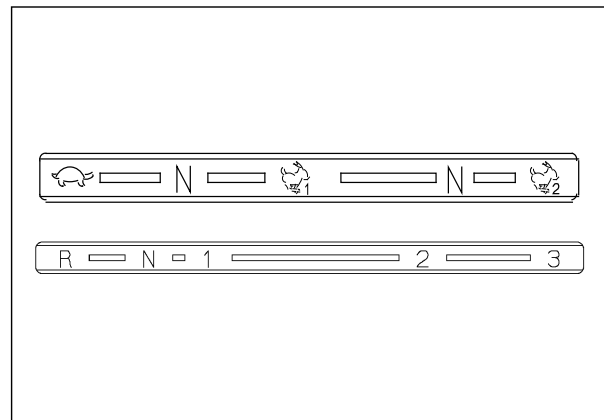


FIG. 4-22

SYNCHROSHUTTLE TRANSMISSIONS (F8, R8) TYPE

Three shift levers are used to select ground travel speed and direction through different gear reductions within the drive train. Forward and reverse travel directions are also possible in all gear selections.

IMPORTANT: *All range and gear change selections require complete disengagement of main clutch (depressing pedal).*

Forward/Reverse Lever

FIG. 4-23: Forward or reverse travel is selected by the lever (1) on the steering column.

- (A) Forward
- (B) Neutral
- (C) Reverse

Moving the synchroshuttle lever, 1, forward will select forward travel. Moving the lever rearward will select reverse travel. Reverse travel speed is slightly slower than forward travel in the same gear speed selection. A new travel direction should be selected whenever the tractor is stopped.



CAUTION: Reduce engine speed before changing travel direction. Tractors with synchroshuttle require complete disengagement of main clutch (depressed clutch pedal) before changing shuttle lever position.

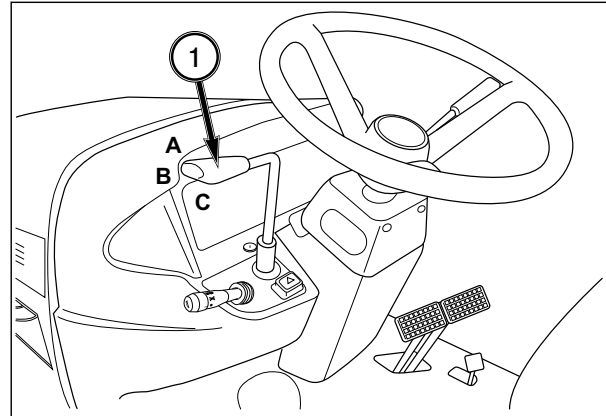
**FIG. 4-23****Range And Gear Shift Levers**

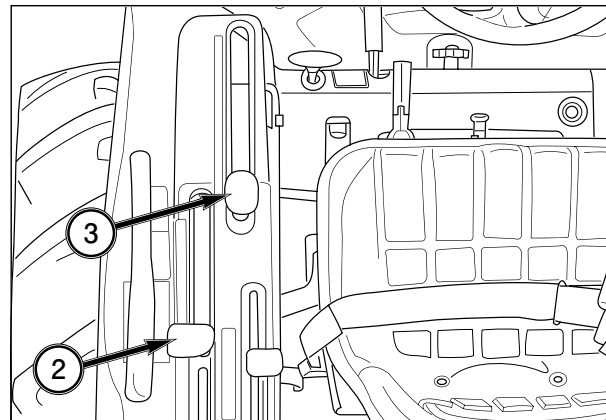
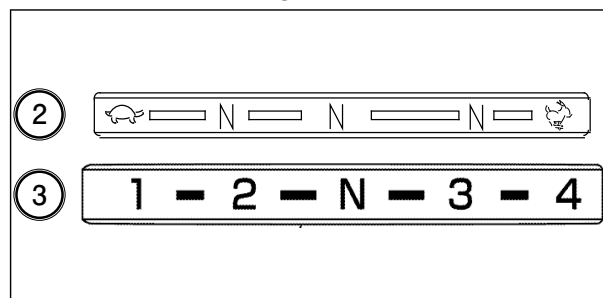
FIG. 4-24: The range shift lever and gear shift lever are located to the left of the operator's seat.

The gear shift lever provides four smaller gear speed changes within each range, from first through fourth gear positions.

The range shift lever, 2, provides two speed ranges, high and low.

FIG. 4-25: In total eight forward and eight reverse gear speeds are possible. The constant-mesh gears allow the gear shift lever, 3, and range shift lever to be changed with the tractor completely stopped (with main clutch pedal and brake pedal depressed).

When you select the creeper speed type transmission, it is possible to select forward, 12, reverse, 12, speed. Creep speed will be position on the center of range speed selection lever, 2.

**FIG. 4-24****FIG. 4-25**

HYDROSTATIC TRANSMISSION

FIG. 4-26: One shift lever is used to select a range of ground travel speed through different gear reductions within the drive train.

A hydrostatic control unit allows infinitely variable speeds, from zero to top speed, in each range.

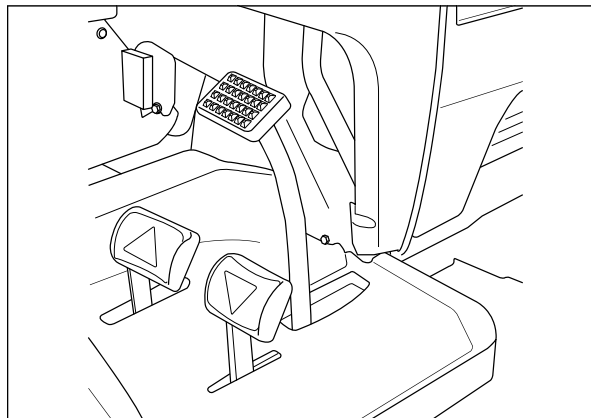


FIG. 4-26

Range And Cruise Control Lever

FIGS. 4-27 & 4-28: The range shift lever provides three major speed changes (1).

The hydrostatic cruise control lever (2) actuates the hydrostatic control unit for forward travel only. This lever allows the operator to set a constant speed for operating in large areas, road travel, etc.

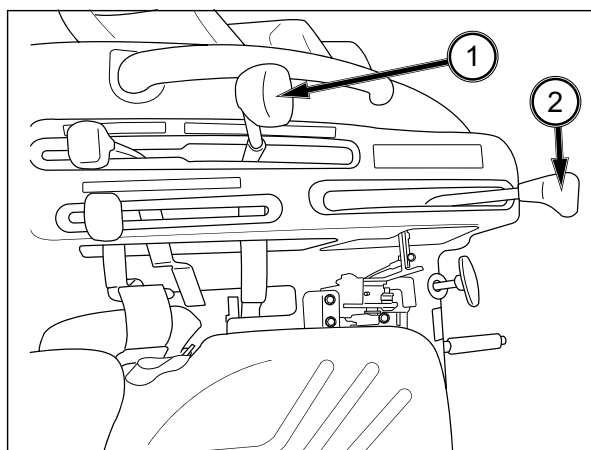


FIG. 4-27

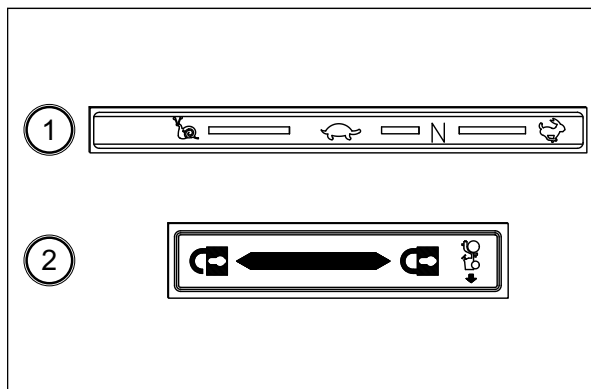


FIG. 4-28

DIFFERENTIAL LOCK

FIGS. 4-29 & 4-30: When the differential lock, 1, pedal or lever is lowered, both sides of the rear axle are locked together to ensure traction to both rear wheels. This is especially important when operating in loose soil or slippery conditions.

To engage the differential lock - Depress the clutch pedal or lever and allow all rear wheel movement to stop. Depress the lock pedal or lever and slowly engage the clutch.

IMPORTANT: *DO NOT engage with rear wheel (s) spinning as severe damage may result.*

To disengage the differential lock - Depress the clutch pedal and release the differential lock pedal or lever. The lock pedal or lever should normally return to the "off" position.

NOTE: *On occasion, differential lock pedal or lever may remain engaged due to torque difference exerted by rear wheels. In this case, tap brake pedals alternately while tractor is slowly in motion to release the pedal.*



CAUTION: When differential lock is engaged, steering ability of tractor will be greatly reduced. Disengage before attempting a turn.



CAUTION: DO NOT use differential lock on hard surfaces or when transporting the tractor.

FOUR-WHEEL DRIVE

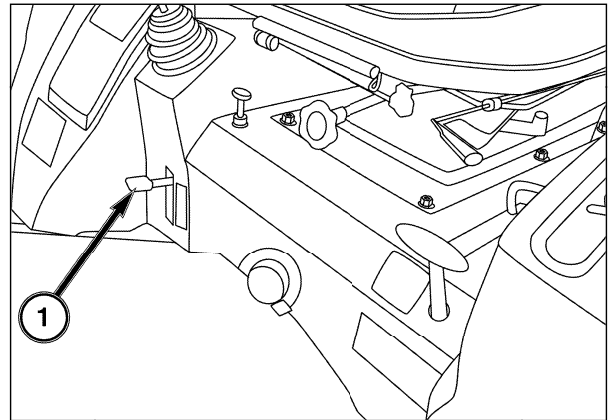
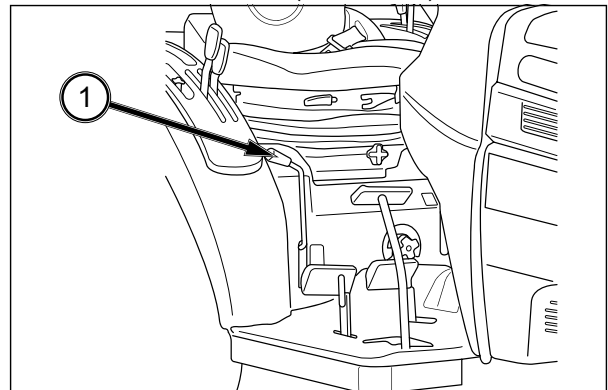
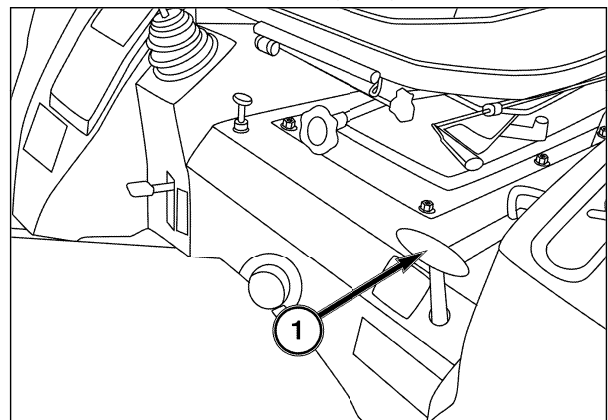
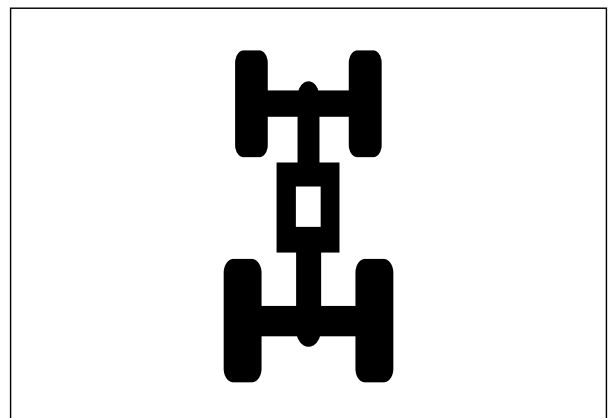
FIG. 4-31: The four-wheel drive shift lever, 1, engages and disengages the drive for the front axle. With the lever down, the front axle (4WD) is engaged. With the lever up, the front axle is disengaged, and power is available to both front and rear axles.

NOTE: *4WD indicator lamp will be illuminated when you push down the 4WD control lever.*

IMPORTANT: *Depress main clutch pedal and stop tractor before engaging or disengaging four-wheel drive.*

When front axle is engaged, ground speed of front tires is slightly faster than the speed of the rear tires. This is to assist steering when four-wheel drive is selected.

For this reason, the front axle must be disengaged when the tractor is transported or operated on a hard, dry surface. Failure to do so will result in rapid wear of front drive tires and possible driveline damage.

**FIG. 4-29 (Mechanical)****FIG. 4-30 (HST)****FIG. 4-31****FIG. 4-32**

TH4295,4335,4365

IMPORTANT: Always disengage front drive axle when operating in conditions with minimal wheel slippage (DRY OR HARD SURFACES).

IMPORTANT: If tire replacement is necessary, identical replacements must be installed to maintain correct front/rear axle ratio.

REAR PTO SELECTOR LEVER

FIG. 4-33: Rear PTO (power takeoff) selector lever, 1, controls rear PTO on tractor. When lever is backward, 540 rpm rear PTO is selected.

When lever is forward 1000 rpm rear PTO is selected. When returned to rear neutral (N) position, the gear lever is disengaged. (Incase of independent clutch model)

Rear PTO selector lever is operated with PTO control switch on instrument panel. Refer to "Operation" section for complete details.

IMPORTANT: Before moving rear PTO selector lever, PTO control switch on steering column must be off.



CAUTION: Always shut off PTO and shut off tractor engine before servicing PTO-driven implement. Allow all movement and motion to stop before leaving operator's seat.

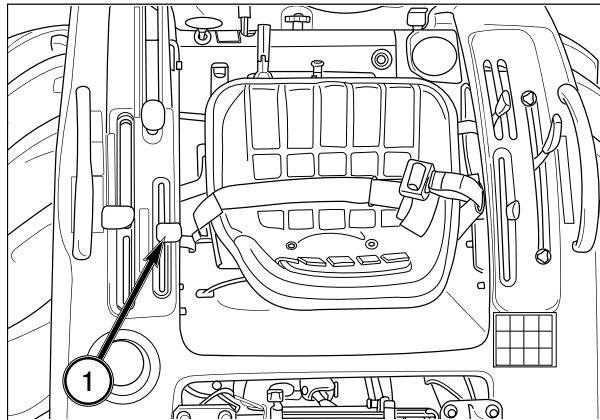


FIG. 4-33

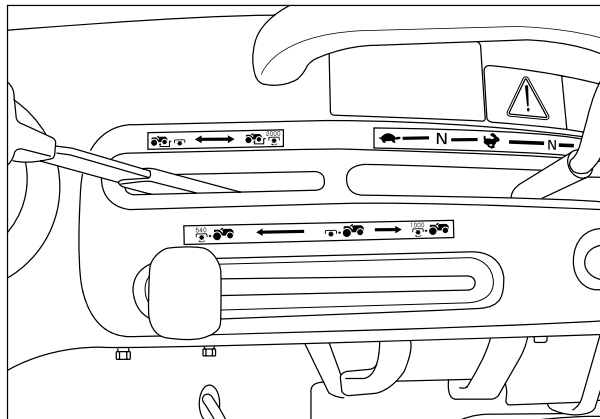


FIG. 4-34 (540 rpm selected)

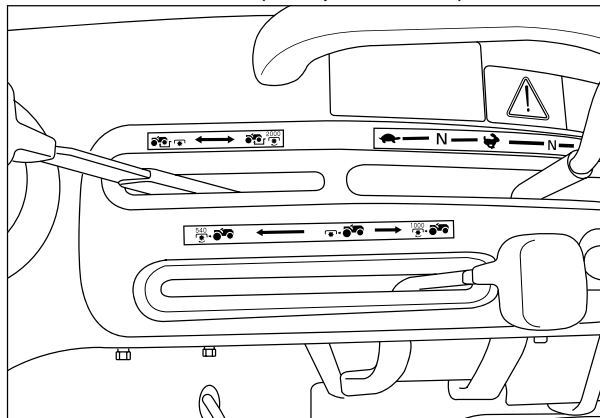


FIG. 4-35 (1000 rpm selected)

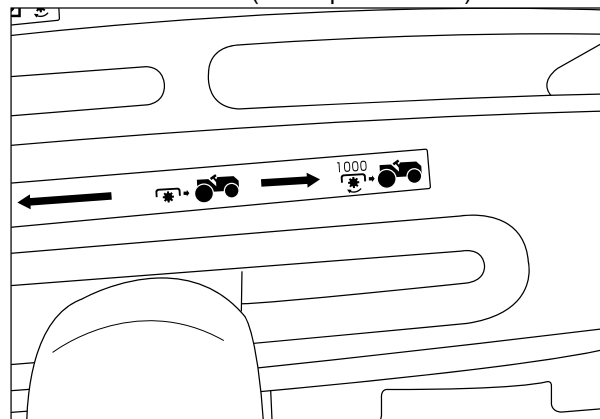


FIG. 4-36 (Neutral position)

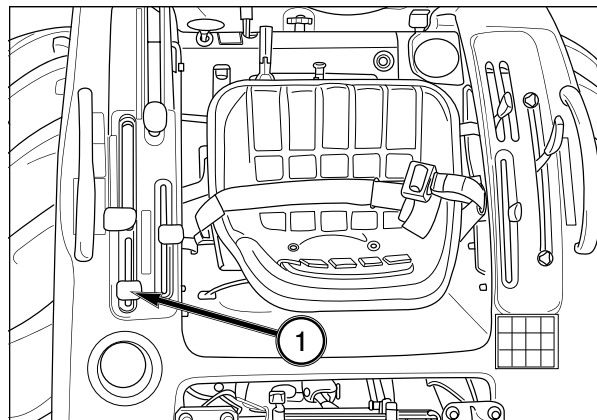
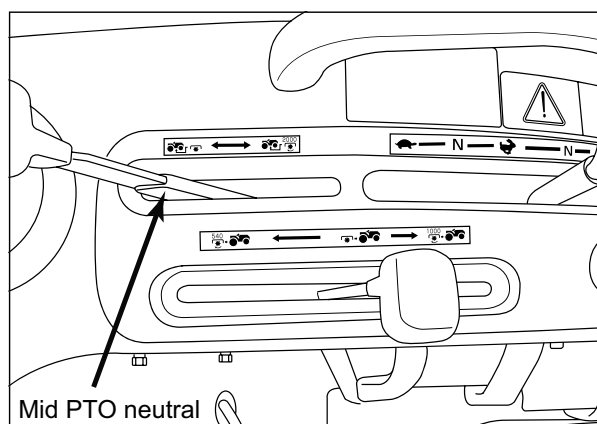
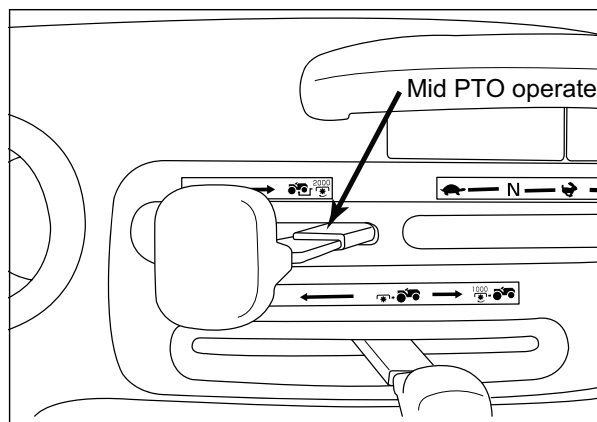
MID PTO SELECTOR LEVER

FIG. 4-37: The mid PTO selector lever, 1, controls the mid PTO on the tractor.

When the lever is shifted Forward, the mid PTO operates at 2080 rpm (when engine speed is 2600 rpm). When lever is returned, neutral is selected, and the mid PTO will stop rotating.

The mid PTO selector lever should be used with the PTO control switch on the instrument panel. Refer to the "Operation" section for complete details.

IMPORTANT: *The PTO control switch must be set to Off when the mid PTO selector lever is operated.*

**FIG. 4-37****FIG. 4-38****FIG. 4-39**

Position Control

Position control is used when attaching or detaching implements and other operations requiring the implement to be kept at a constant height above the ground. It is also used with tool bars having flexible row units and implements equipped with gauge (support) wheels.

FIG. 4-40: The position control lever maintains hitch position at a constant height in relation to the tractor. As the position control lever, 1, is moved backward, hitch and implement are raised. Moving the lever forward will lower hitch to selected position. Each lever setting provides a specific hitch and implement position. The front lever stop, 2, can be set to contact the position control lever in the implement work position. This enables the implement to be returned to the identical position after the hitch has been raised for turning, transporting, etc. The rear lever stop, 3, can be set to limit raising height, if required.

NOTE: When starting engine, ensure implement is lowered to the ground and lever is fully forward. This reduces load on starter due to hitch trying to raise when engine is cranked.

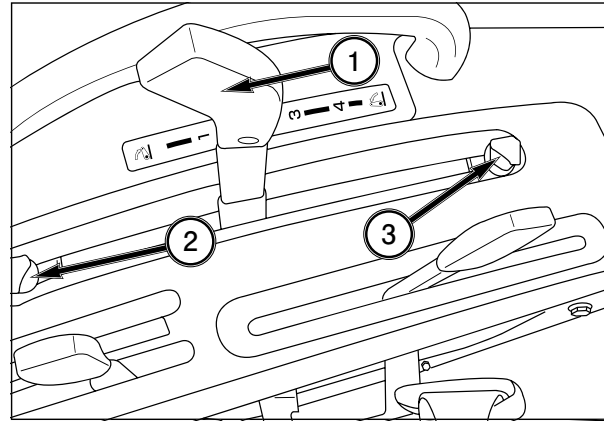
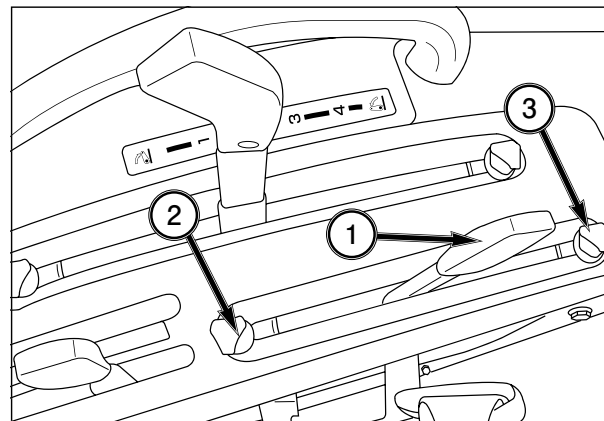
**FIG. 4-40**

FIG. 4-41: To begin work, align the tractor and implement in the field and move the position control lever, 1, forward (toward DOWN). Adjust implement height using the position control lever and set the adjustable stops, 2, and 3, as desired. When turning, move position control lever backward (toward UP) to raise the implement and permit completion of turn. Return the implement to the work position by selecting the position control lever to the previous position against the stop. To finish work and transport, pull position control lever rearward fully to UP position.

**FIG. 4-41****Draft control ("A" type)**

Draft control lever, 1, adjusts height of three-point hitch according to the "draft" or pull of ground-engaging implements. This provides consistent load on Tractor and provides weight transfer to Tractor rear wheels to reduce wheel slippage. Lever stops, 2, and 3, can be adjusted within slot to limit implement raising / lowering.



CAUTION: Use position control lever, 1, when attaching or detaching implements.

NOTE: When starting engine, ensure implement is lowered to the ground and both levers are fully forward. This reduces load on starter due to hitch trying to raise when engine is cranked.

Lowering Rate Control Knob

FIG. 4-42: The lowering rate knob, 1, adjusts the rate of drop of the three-point hitch and implement. Turn knob clockwise to slow drop rate (increase lowering time), counterclockwise to increase drop rate (decrease lowering time). Turning the knob fully clockwise will lock the implement (or hitch) in raised position for transport.



CAUTION: When working on or around mounted implements, always lower to ground prior to work. If implement must be raised, always block implement and lower links securely.

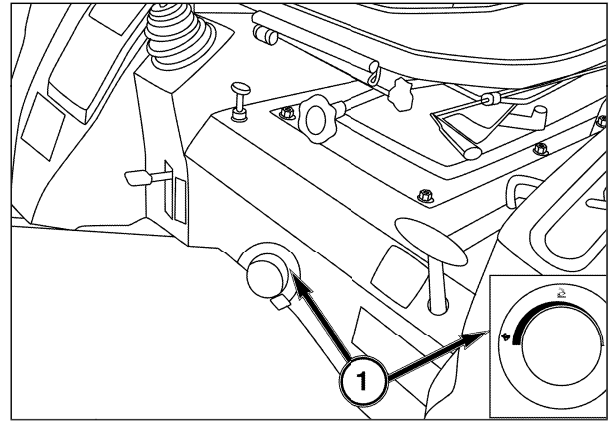
**FIG. 4-42****JOYSTICK****Control Lever (For Mechanical & E6-HST model)**

FIG. 4-43: The joystick control lever, 1, can be used to determine the front loader boom position and bucket position. The lever is located to the front on the right side of the seat.

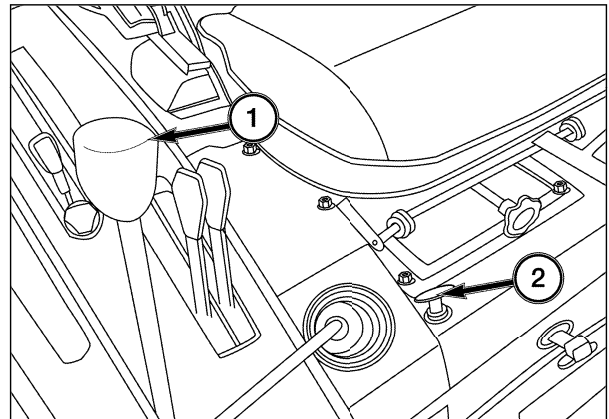
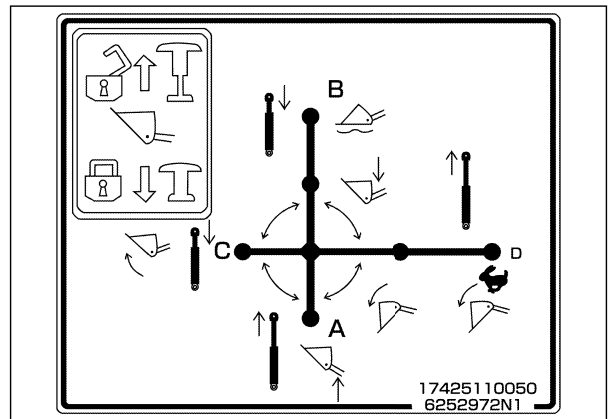
**FIG. 4-43**

FIG. 4-44: The Raise, Lower, Free Flow operations for the boom, and Roll Back, Dump, Fast Dump operations for the bucket can be controlled with the joystick control lever. The raise and lower operations for the boom, and roll back and dump operations for the bucket automatically return to neutral when the lever is released.

A detent device retains the joystick in the boom float position.



WARNING: Do not operate the joystick except when seated in the tractor. The front loader may operate unexpectedly, causing personal injury.

**FIG. 4-44**

NOTE: When the joystick is operated on a tractor without a front loader, the relief valve may be operated, causing the three-point link to stop operating.

SEAT & SUSPENSION ADJUSTMENT

For adjustment of the seat, follow the operator's manual attached with it.

OPERATION

BREAK-IN PERIOD

Operation of Tractor within the first fifty hours can be a major factor in determining the performance and life of the engine and Tractor:

- The engine may be operated at full rpm but excessive load should be avoided. If engine begins to “lug”, operate in a lower gear to maintain higher engine speed.
- Check coolant level and check engine, transmission and other oil levels frequently during break-in period. Watch for evidence of leakage of above fluids. Replenish levels as required and repair any leaks that may have formed.
- Tighten any nuts, bolts, or screws that may have loosened and tighten as necessary. This is especially true of wheel retaining bolts. **All fasteners on this Tractor are metric.**
- Be observant of clutch pedal free-play adjustment and brake adjustment and readjust as required. Lining materials used on clutch and brake discs “bed in” in the first few hours of operation and may necessitate the need for early and frequent readjustment.
- Keep area around fuel tank filler clean and make sure diesel fuel is correct grade and free of contamination.
- Initial engine oil and oil filter change is after first fifty hours of operation. Subsequent change interval is every one hundred hours for engine oil and filter.



CAUTION: Proper maintenance practices cannot be over-emphasized. They are required for safe operation. Consult “Lubrication and Maintenance” section for full details.

STARTING

Pre-Start Inspection

Prior to daily start-up of Tractor, a few basic procedures should be followed to ensure Tractor is in operating order to insure life and dependability:

- Make sure all safety shields are in place and secured properly.
- Make sure operator is instructed on correct and safe operation of Tractor and related attachments or implements.
- Check coolant, engine oil and transmission oil levels and replenish as necessary.
- Check fan belt tension and adjust as required.
- Make sure radiator, air intake screens and radiator screen are clear of debris to provide maximum engine cooling.
- Check operation of clutch, brake and throttle controls. All controls must operate freely and be adjusted correctly.
- Conduct a general inspection of tires, tire pressure and wheel bolt torque. Observe for external signs of leakage and correct before operating Tractor. Check steering for excessive looseness.
- Check for adequate fuel supply. It is recommended fuel tank be filled following each day's use to reduce condensation and provide full tank for next use.
- Check operation of lights and warning flashers. If Tractor is to be transported on public road, ensure slow-moving vehicle emblem is in place.

NOTE: *Requirements may vary regarding use of warning flashers and slow-moving vehicle emblem depending on locality. Check local safety codes.*



WARNING: Carefully read and understand the SAFETY section of this manual. Your life, and that of others, can be in danger during the starting of the Tractor.

Always start and operate the engine in a well ventilated area.

If in an enclosed area, vent the exhaust to the outside.

DO NOT modify or tamper with the exhaust system.

Normal Starting

CAUTION: Do not attempt to start the tractor unless seated in the operator's seat. Do not allow anyone on the tractor except for the operator.

FIGS. 5-1 & 5-2: To start the engine, proceed as follows:

1. Apply parking brake, 1.
2. Place the gear shift lever and range gear shift lever, 2, in the neutral position.
3. Make sure the rear PTO and mid PTO selector levers, 3, are in the neutral position.
4. Fully depress the main clutch pedal, 4, to disengage the clutch. (Mechanical Transmission)
5. Make sure the PTO switch, 6, is in the OFF position. ("Independent PTO" type)



CAUTION: The operator being seated in the operator's seat, the gearshift lever must be in neutral and the PTO levers must be in neutral to actuate safety switches and permit operation of the starter motor.

6. Set the position control lever, 5, (three-point hitch) and draft control lever (if equipped) in the down position.
 7. Turn the main switch, 7, to the "glow" position for 5-10 seconds.
 8. Set the throttle lever, 8, at half to the fully open position.
 9. Turn the main switch, 7, to the "on" position for 1-2 seconds, then turn to the "start" position. Release the switch the moment engine starts.
 10. Once the engine runs smoothly, set engine speed to approximately 1,500 rpm to allow the engine and hydraulic system to warm up for several minutes.
- DO NOT LOAD A COLD ENGINE.**

IMPORTANT: Do not crank engine for more than 10 seconds at a time. Allow starter to cool at least 20 seconds before repeating procedure. Never turn main switch to "start" with engine running. Severe damage will result.

FIG. 5-3: Battery charge indicator lamp and engine oil pressure lamp in indicator light strip should go out when the engine starts. If either light remains lit, **STOP ENGINE IMMEDIATELY** and investigate source of problem.

IMPORTANT: If engine will not start and run after several attempts, refer to "Maintenance" section in this book and bleed any air that may be present in the fuel system.

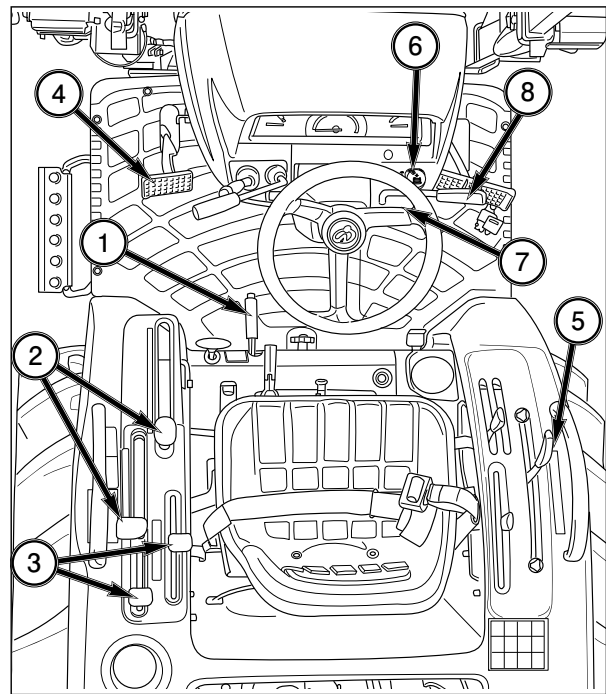


FIG. 5-1

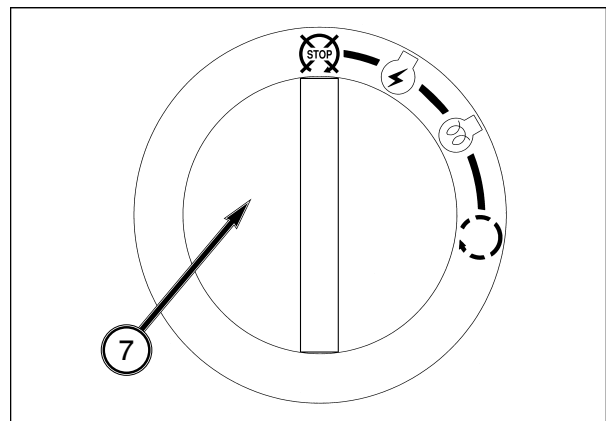


FIG. 5-2

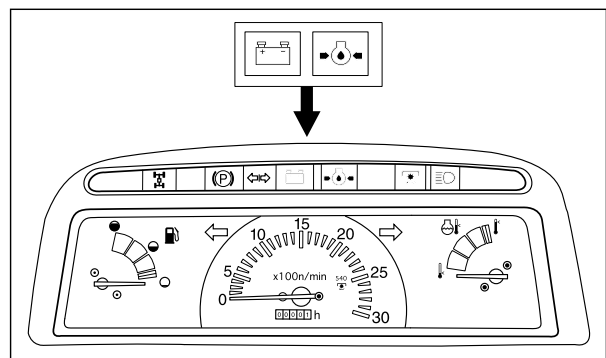


FIG. 5-3

Restarting Warm Engine

When restarting an engine that is still warm from previous use, the same procedure is used as with "Normal Starting" except step no. 6 may be omitted. Use of glow plugs is not necessary when starting a warm engine.

Cold Weather Starting

Procedure for starting an engine in colder ambient temperatures is identical to "Normal Starting" procedure except for the following:

- Longer use of glow plugs may be required. Instead of the normal 5-10 seconds, main switch may need to be selected to "glow" for 10-20 seconds to adequately warm engine combustion chambers.
- At temperatures below 39F° (4°C) use of No. 1 (No. 1-D) diesel fuel is recommended due to possible "fuel gelling" characteristics of No. 2 (No. 2-D) fuel at cold ambient temperature.
- Transmission oil will require additional warm-up time due to colder (thicker) oil. Refer to "Warm-Up Period" at right.
- Test all controls (steering, braking, etc.) prior to operating unit.

NOTE: *Installation of accessory engine block heater is recommended in cold weather conditions. Consult your Dealer.*

IMPORTANT: *Under no circumstances should either or other starting fluid be used to start engines equipped with glow plugs. Severe engine damage will result should starting fluid contact a hot glow plug. If, for some reason, a booster battery is required to start Tractor, ensure booster battery is connected in parallel. When using booster battery and booster cables always connect positive (+) terminals together first. Then install booster cable on booster battery negative (-) terminal and ground final booster cable end on Tractor away from Tractor battery.*

Warm Up Period

After starting a cold engine, let engine idle at slow speed to make sure all engine components are lubricated.

In colder ambient temperatures, extended warm-up will be required to also warm hydraulic fluid and lubricate driveline components.

Suggested warm-up period:

Ambient Temp.		Warm-Up Time
F	°C	Time
32 & up	0 & up	5 to 10 min
32 to 24	0 to -10	10 to 20 min
24 to -20	-10 to -20	20 to 30 min
-20 & less	-20 & less	30 or more

IMPORTANT: *Improper warm-up can result in severe engine damage, hydraulic pump seizure, driveline bearing/gear damage and/or sluggish steering/braking*



CAUTION: Make sure parking brake is securely applied and all controls are in neutral while warming unit. Do not leave unit unattended.

Operator Observations

Constant attention should be paid to the following points during operation:

- Engine oil pressure lamp will come on in case of low engine oil pressure. Stop engine immediately.
- Battery charge lamp will come on if battery is not being charged properly. Stop engine and investigate cause.
- Coolant temperature gauge needle will indicate  (hot) in case of overheated engine. Stop engine, allow to cool and investigate cause.
- Fuel gauge should not be allowed to  (empty) as running out of fuel may result with need to bleed air from fuel system.



CAUTION: DO NOT attempt to service Tractor with engine running or hot. Allow to cool.

NOTE: Refer to "Trouble-Shooting" when defect is indicated, to assist locating problem.

Starting Circuit Operation

Tractor is equipped with a starting system to protect the operator. To permit tractor to be started (start motor to operate), ALL the following is required:

- Shuttle Lever in Neutral
- Rear PTO Switch in Off position



WARNING: Safety switch system is installed for your protection. DO NOT bypass or modify the safety start switch system. If the neutral start switch system does not operate properly as detailed above, contact your Dealer immediately and have the system repaired.

Periodically check that the starting circuit is functioning correctly. The procedure for check is as follows:

1. Check that there are no bystanders around the tractor in order to avoid the inadvertently start.
2. Depress clutch and brake pedals. Attempt to start the tractor with the gear shift levers and PTO control switch OFF. The tractor should start.
3. Depress the clutch and brake pedals. Attempt to start the tractor with the gears engaged and the PTO switch ON. The tractor should NOT start.
4. Depress the clutch and brake pedals. Attempt to start the tractor with the gears in neutral and the PTO switch ON. The tractor should NOT start.

If starting system is not working correctly it must be repaired immediately by your Dealer.

The starter will rotate when not sitting in the seat, but the engine will not start.

The engine will automatically stop about three seconds after the operator leaves the seat. Do not leave the seat while operating the tractor.

TH4295,4335,4365**MECHANICAL TRANSMISSION****GROUND SPEED SELECTION**

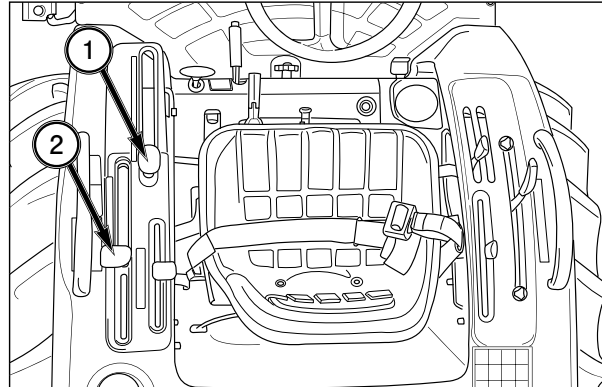
FIG. 5-4: Gear shift lever, 1, provides four gear selections. These gear selections are compounded by range shift lever, 2. The range shift lever provides three major changes in ground speed. Gear shift lever provides smaller ground speed changes.

Depress clutch pedal and position shift levers in desired positions. Depress brake pedals to release parking brake lock and then slowly release clutch pedal.

Should another transmission gear be desired:

- Range Shift - Depress the clutch pedal and shift gears after bringing the tractor to a complete stop.
- Gear shift - Depress clutch and brake pedals stopping the Tractor. Select desired range lever position and continue with operation.

IMPORTANT: *Depress clutch and stop Tractor before all range lever shifts.*

**FIG. 5-4**

SHIFT POSITION		TH4335 (Engine 2600rpm)						TH4295 (Engine 2500rpm)					
		Standard Transmission						Standard Transmission					
Range	Gear	Km/h						Km/h					
Tire		Agri (12.4-16)	Agri (9.5-22)	Agri (9.5-24)	Agri (11.2-24)	Turf (315/80D-16)	Turf (13.3-16)	Agri (12.4-16)	Agri (9.5-22)	Agri (9.5-24)	Agri (11.2-24)	Turf (315/80D-16)	Turf (13.3-16)
		Forward						Forward					
L	1	2.56	2.67	2.82	2.91	2.44	2.64	2.47	2.57	2.71	2.80	2.35	2.54
	2	3.39	3.53	3.73	3.85	3.23	3.49	3.26	3.39	3.59	3.70	3.11	3.35
	3	4.91	5.11	5.40	5.58	4.68	5.05	4.72	4.92	5.19	5.37	4.50	4.86
M	1	5.47	5.69	6.01	6.22	5.21	5.63	5.50	5.47	5.78	5.98	5.01	5.41
	2	7.23	7.53	7.95	8.22	6.89	7.44	6.95	7.24	7.65	7.90	6.63	7.15
	3	10.48	10.91	11.52	11.91	9.99	10.78	10.08	10.49	11.08	11.45	9.60	10.36
H	1	12.79	13.31	14.07	15.11	12.19	13.15	12.30	12.80	13.52	13.97	11.72	12.65
	2	16.91	17.61	18.60	19.22	16.12	17.39	16.26	16.93	17.88	18.48	15.50	16.72
	3	24.51	25.51	26.95	27.84	23.35	25.20	23.57	24.53	25.91	26.77	22.45	24.23
Max.Speed (Forward)		26.96 (High idle)	28.06 (High idle)	29.64 (High idle)	30.63 (High idle)	25.69 (High idle)	27.72 (High idle)	25.92 (High idle)	26.98 (High idle)	28.50 (High idle)	29.45 (High idle)	24.70 (High idle)	26.65 (High idle)
		Reverse						Reverse					
L	R	2.39	2.49	2.63	2.72	2.28	2.46	2.30	2.40	2.53	2.62	2.19	2.37
M		5.11	5.31	5.61	5.80	4.87	5.25	4.91	5.11	5.40	5.58	4.68	5.05
H		11.94	12.43	13.13	13.56	11.38	12.28	11.48	11.95	12.62	13.04	10.94	11.81

* Agri Tire (11.2-24) is only for J-type and A-type.

SHIFT POSITION		TH4335 (Engine 2600rpm)						TH4295 (Engine 2500rpm)					
		Syncroshuttle Transmission						Syncroshuttle Transmission					
Range	Gear	Km/h						Km/h					
Tire		Agri (12.4-16)	Agri (9.5-22)	Agri (9.5-24)	Agri (11.2-24)	Turf (315/80D-16)	Turf (13.3-16)	Agri (12.4-16)	Agri (9.5-22)	Agri (9.5-24)	Agri (11.2-24)	Turf (315/80D-16)	Turf (13.3-16)
		Forward						Forward					
C	1	0.50	0.52	0.55	0.57	0.48	0.51	0.48	0.50	0.53	0.55	0.46	0.49
	2	0.66	0.69	0.72	0.75	0.63	0.68	0.63	0.66	0.70	0.72	0.60	0.65
	3	0.87	0.91	0.96	0.99	0.83	0.90	0.84	0.87	0.92	0.95	0.80	0.86
	4	1.26	1.31	1.39	1.44	1.20	1.30	1.21	1.26	1.34	1.38	1.16	1.25
L	1	2.30	2.39	2.53	2.61	2.19	2.36	2.21	2.30	2.43	2.51	2.11	2.27
	2	3.03	3.15	3.33	3.44	2.89	3.12	2.91	3.03	3.20	3.31	2.78	3.00
	3	4.01	4.17	4.40	4.55	3.82	4.12	3.85	4.01	4.24	4.38	3.67	3.98
	4	5.80	6.04	6.38	6.59	5.53	5.97	5.58	5.81	6.14	6.34	5.32	5.74
H	1	9.70	10.10	10.67	11.02	9.24	9.98	9.33	9.71	10.26	10.60	8.89	9.59
	2	12.79	13.31	14.07	14.53	12.19	13.15	12.30	12.80	13.52	13.97	11.72	12.65
	3	16.91	17.61	18.60	19.22	16.12	17.39	16.26	16.93	17.88	18.48	15.50	16.72
	4	24.51	25.51	26.95	27.84	23.35	25.20	23.57	24.53	25.91	26.77	22.45	24.23
Max.Speed (Forward)		26.96 (High idle)	28.06 (High idle)	29.64 (High idle)	30.63 (High idle)	25.69 (High idle)	27.72 (High idle)	25.92 (High idle)	26.98 (High idle)	28.50 (High idle)	29.45 (High idle)	24.70 (High idle)	26.65 (High idle)
		Reverse						Reverse					
C	1	0.43	0.45	0.47	0.49	0.41	0.44	0.41	0.43	0.45	0.47	0.39	0.43
	2	0.57	0.59	0.62	0.64	0.54	0.58	0.55	0.57	0.60	0.62	0.52	0.56
	3	0.75	0.78	0.83	0.85	0.72	0.77	0.72	0.75	0.79	0.82	0.69	0.74
	4	1.09	1.13	1.20	1.24	1.04	1.12	1.05	1.09	1.15	1.19	1.00	1.08
L	1	1.98	2.06	2.17	2.25	1.88	2.03	1.90	1.98	2.09	2.16	1.81	1.96
	2	2.61	2.71	2.87	2.96	2.48	2.68	2.51	2.61	2.76	2.85	2.39	2.58
	3	3.45	3.59	3.79	3.92	3.29	3.55	3.32	3.45	3.65	3.77	3.16	3.41
	4	5.00	5.20	5.49	5.68	4.76	5.14	4.80	5.00	5.28	5.46	4.58	4.94
H	1	8.35	8.69	9.18	9.49	7.96	8.59	8.03	8.36	8.83	9.12	7.65	8.26
	2	11.01	11.46	12.11	12.51	10.49	11.32	10.59	11.02	11.64	12.03	10.09	10.89
	3	14.56	15.15	16.01	16.54	13.87	14.97	14.00	14.57	15.39	15.90	13.34	14.39
	4	21.09	21.95	23.19	23.96	20.10	21.69	20.28	21.11	22.30	23.04	19.33	20.86

* Agri Tire (11.2-24) is only for J-type and A-type.

Forward/Reverse Lever

FIG. 5-5: Forward or reverse travel is selected by the lever (1) on the steering column.

- (A) Forward
- (B) Neutral
- (C) Reverse

Moving the synchroshuttle lever 1 forward will select forward travel. Moving the lever rearward will select reverse travel. Reverse travel speed is slightly slower than forward travel in the same gear speed selection. A new travel direction should be selected whenever the tractor is stopped.

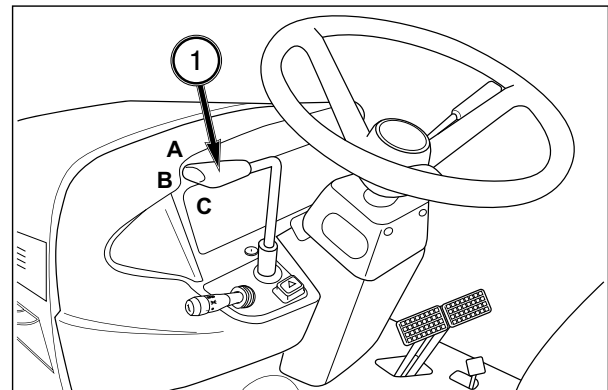


FIG. 5-5



CAUTION: Reduce engine speed before changing travel direction. Tractors with synchroshuttle require complete disengagement of main clutch (depressed clutch pedal) before changing shuttle lever position.

STOPPING TRACTOR

FIG. 5-6: Brake pedals, 1 and 2, may be used independently to operate respective brake and assist turning at low speed operation. Unlatch brake pedals and use as required to assist turning.

When Tractor is being used at higher rate of speed, brake pedals must be latched together with interlocking plate, 3, so both brakes will apply at the same time.



CAUTION: Do not use one wheel braking at high speed. Always latch brake pedals together when Tractor is being transported. Make sure brakes are adjusted evenly.

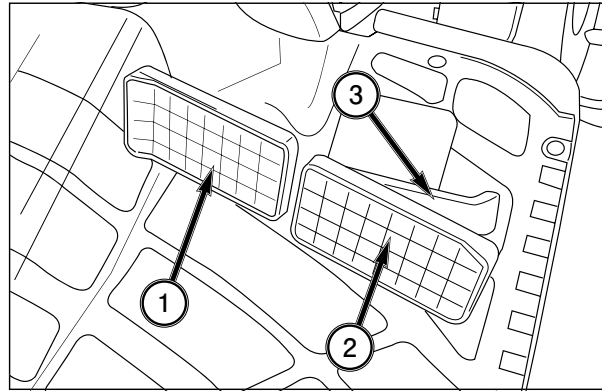


FIG. 5-6

FIG. 5-7: To stop the tractor with regular gear transmission, move the throttle lever, 4, forward, to reduce engine speed and slow travel. Depress the clutch pedal, 5, and brake pedal, 1 and 2, to stop. Position the range and gear shift lever, 6, and shuttle shift, 7, in neutral position.

Be make sure to latch the brake pedals together, depress the brake pedals and pull parking brake lever, 8, up firmly.

Allow engine speed to idle several minutes to allow even cooling. Then turn main switch to "off" shutting off engine. Lower three-point hitch and remove key from ignition.

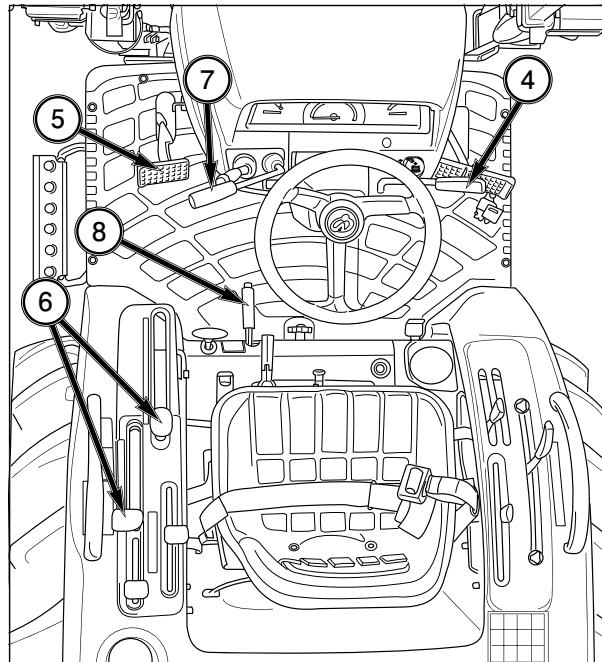


FIG. 5-7

FIG. 5-8: Always park Tractor on level area whenever possible. If hillside parking is necessary, securely block both rear wheels as shown.

NOTE: When stopping or parking Tractor, be sure brakes are locked. With transmission of constant mesh design, Tractor may have a tendency to creep (particularly with cold oil).

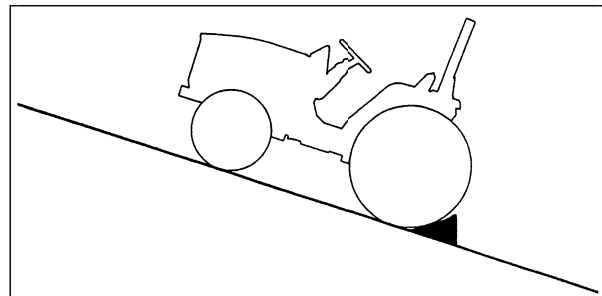


FIG. 5-8

HYDROSTATIC TRANSMISSION**Ground Speed Selection**

FIGS. 5-9 & 5-10: The Hydraulic transmission provides infinite speed control in forward or reverse.

The range shift lever (1) provides major changes in ground speed. Tractors have snail, tortoise and hare speed selections.

Pedal (2) controls forward travel speed. As the pedal is progressively pushed down, a corresponding increase in ground speed will be noticed. When released, the pedal will return to neutral and the tractor stops travelling.

Reverse speed is obtained by pushing pedal (3) down. As the pedal is progressively pushed down, a corresponding increase in ground speed will be noticed. When released, the pedal will return to neutral and the tractor stops reversing.

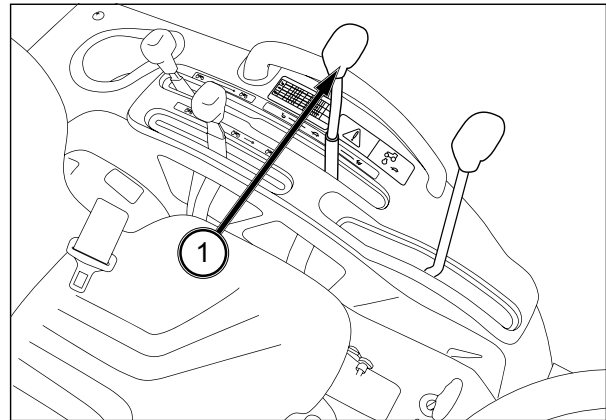
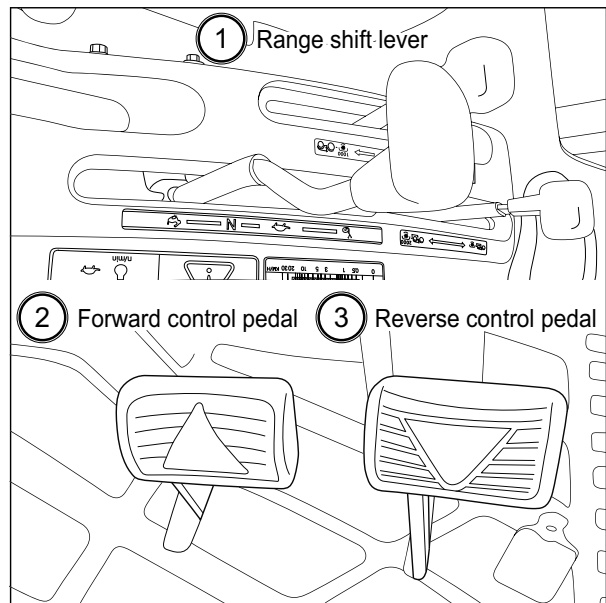
**WARNING: To avoid personal injury**

- Do not operate if tractor moves on level ground with foot off of Hydrostatic control pedal. (Except while cruise control operation)
- Contact your local ISEKI Dealer.

FIG. 5-11: Arrangement of gears with appropriate ground speeds, in order from slow to fast, as shown in the chart at right, for hydrostatic transmission.



CAUTION: Before leaving the tractor unattended, make sure parking brakes are applied, rear mounted implement is lowered to the ground and the key is removed from the ignition switch.

**FIG. 5-9****FIG. 5-10**

SHIFT POSITION	TH4365/TH4335 (Engine 2600rpm)					TH4295 (Engine 2500rpm)				
	Hydrostatic Transmission					Hydrostatic Transmission				
Range	Km/h					Km/h				
Tire	Agri (12.4-16)	Agri (9.5-22)	Agri (9.5-24)	Turf (315/80D-16)	Turf (13.3-16)	Agri (12.4-16)	Agri (9.5-22)	Agri (9.5-24)	Turf (315/80D-16)	Turf (13.3-16)
	Forward					Forward				
L	7.52	7.83	8.27	7.17	7.73	7.23	7.53	7.95	6.89	7.44
M	16.04	16.69	17.63	15.28	16.49	15.42	16.05	16.96	14.70	15.86
H	26.06	27.12	28.65	27.83	26.79	25.05	26.08	27.55	23.87	25.76
Max.Speed (Forward)	28.66 (High idle)	29.83 (High idle)	31.51 (High idle)	27.31 (High idle)	29.47 (High idle)	27.56 (High idle)	28.69 (High idle)	30.30 (High idle)	26.26 (High idle)	28.34 (High idle)
	Reverse					Reverse				
L	6.27	6.52	6.89	5.97	6.44	6.03	6.27	6.63	5.74	6.20
M	13.37	13.91	14.70	12.74	13.74	12.85	13.38	14.13	12.25	13.22
H	21.71	22.60	23.87	20.69	22.33	20.88	21.73	22.96	19.90	21.47

FIG. 5-11

Stopping Tractor

FIG. 5-12: To stop the tractor with a hydrostatic transmission, release the forward HST pedal (3).

This action will stop forward travel. Move the throttle lever (1) forward to reduce engine speed, depress the brake pedal (2) and set the parking brake lever (3). Move the range shift lever (5) to neutral position. Allow the engine to idle several minutes to allow even cooling, then turn the main switch to the "off" position, shutting off the engine. Lower the three-point hitch and remove the key from the main switch.



CAUTION: Make sure brakes are adjusted evenly.

CRUISE CONTROL**Setting cruise control**

Depress the forward pedal (3) and keep your intended speed. And shift the cruise control lever (6) to "ON" position.



CAUTION: Even though it is possible to engage cruise control when driving backward, do not use it at the time for safety reason.

Releasing cruise control

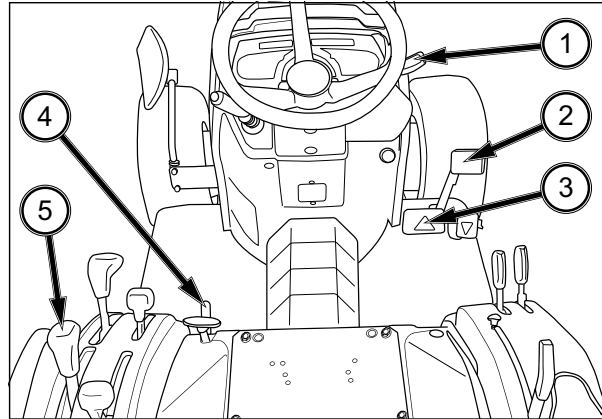
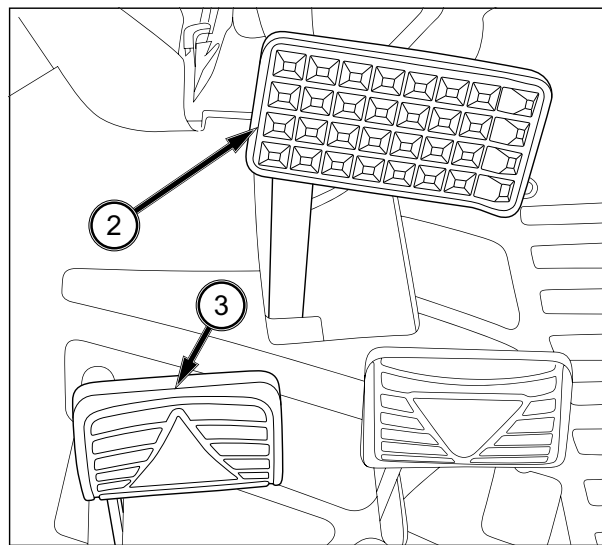
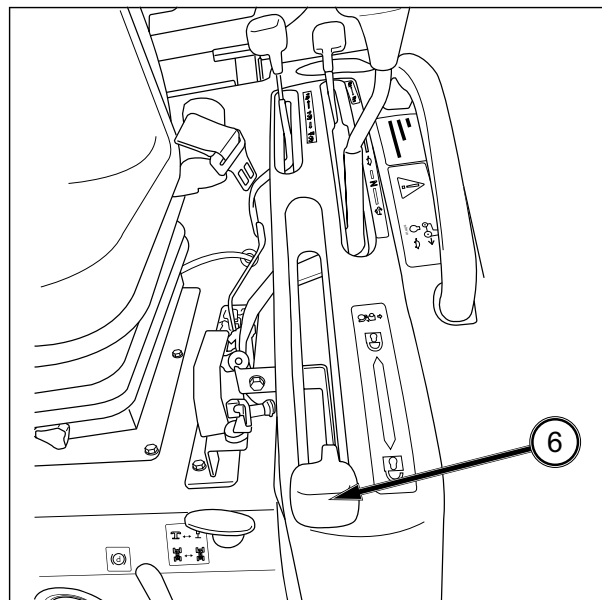
Cruise control is released if the lever is returned to neutral position gradually or brake pedal (2) is depressed.



CAUTION: If cruise control is released by depressing brake pedal, it is dangerous because brake is engaged at the same time. Except for emergency case, release the cruise control by shifting cruise control lever to neutral position gradually.



WARNING: Cruise control should only be used in open spaces, without obstacles, with unobstructed view or traveling on road. You must also be thoroughly familiar with releasing cruise control.

**FIG. 5-12****FIG. 5-13****FIG. 5-14**



CAUTION: When greasing, remove the cover (7) to complete the operation.

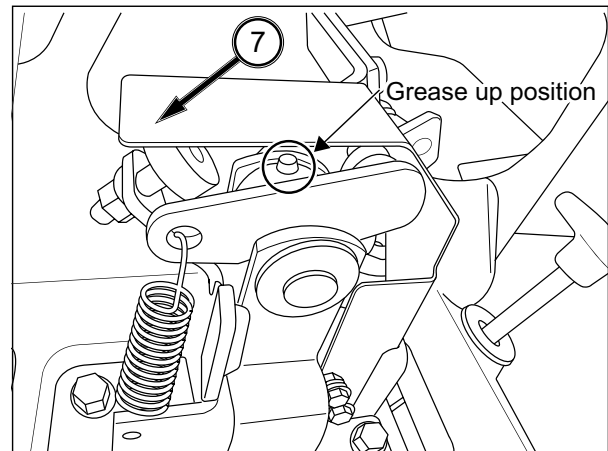


FIG. 5-15

DIFFERENTIAL LOCK

Mechanical: pedal, HST: lever

FIGS. 5-16 & 5-17: When the differential lock, 1, pedal or lever is lowered, both sides of the rear axle are locked together to ensure traction to both rear wheels. This is especially important when operating in loose soil or slippery conditions.

To engage the differential lock - Depress the clutch pedal and allow all rear wheel movement to stop. Depress the lock pedal or lever and slowly engage the clutch.

IMPORTANT: *DO NOT engage with rear wheel(s) spinning as severe damage may result.*

To disengage the differential lock - Depress the clutch pedal and release the differential lock pedal or lever. The lock pedal or lever should normally return to the "off" position.

NOTE: *On occasion, differential lock pedal or lever may remain engaged due to torque difference exerted by rear wheels. In this case, tap brake pedals alternately while tractor is slowly in motion to release the pedal.*



CAUTION: When differential lock is engaged, steering ability of tractor will be greatly reduced. Disengage before attempting a turn.

DO NOT use differential lock on hard surfaces or when transporting the tractor.

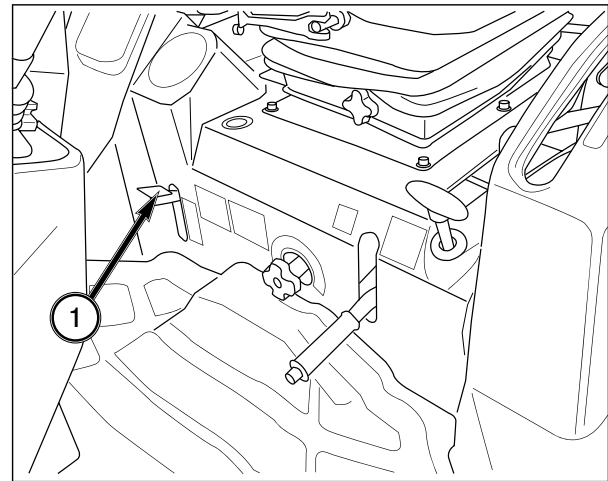


FIG. 5-16 (Mechanical)

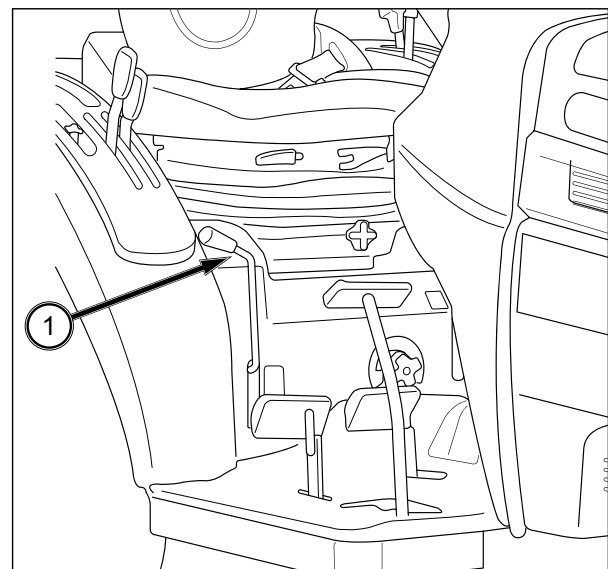


FIG. 5-17 (HST)

FOUR-WHEEL DRIVE

FIG. 5-18: The four-wheel drive shift lever, 1, engages and disengages the drive for the front axle. With the lever down, the front axle (4WD) is engaged. With the lever up, the front axle is disengaged, and power is available to both front and rear axles.

NOTE: *Illuminate the monitor lamp on the meter panel when 4WD control lever is pushed down.*

IMPORTANT: *Depress main clutch pedal and stop tractor before engaging or disengaging four-wheel drive.*

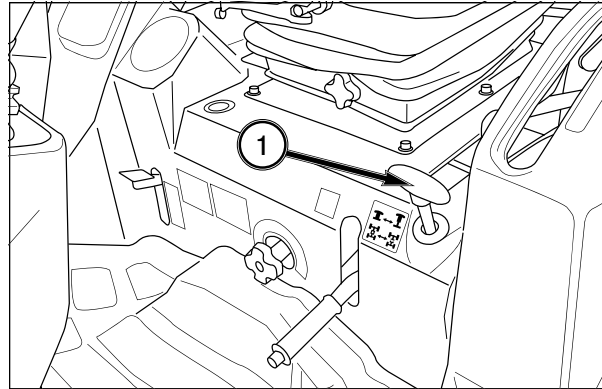


FIG. 5-18

FIG. 5-19: When front axle is engaged, ground speed of front tires is slightly faster than the speed of the rear tires. This is to assist steering when four-wheel drive is selected.

For this reason, the front axle must be disengaged when the tractor is transported or operated on a hard, dry surface. Failure to do so will result in rapid wear of front drive tires and possible driveline damage.

IMPORTANT: *Always disengage front drive axle when operating in conditions with minimal wheel slippage (DRY OR HARD SURFACES).*

If tire replacement is necessary, identical replacements must be installed to maintain correct front/rear axle ratio.

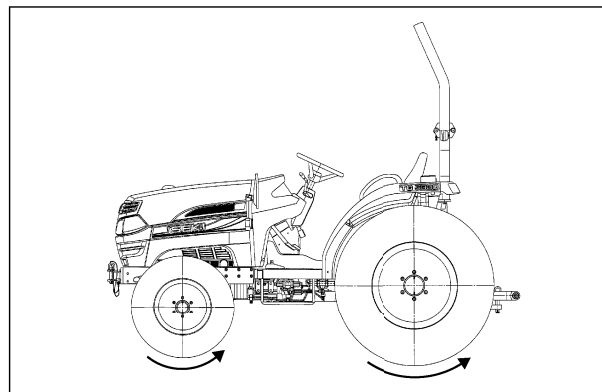


FIG. 5-19

POWER TAKE-OFF (PTO)



WARNING: PTO shafts and PTO driven implements can be extremely dangerous. Observe the following important points:

DO NOT operate tractor without a PTO cap installed. The cap protects people from injury as well as the splines from damage.

Before attaching, adjusting or working on PTO driven implements, disengage the PTO, stop the engine and remove the key. **DO NOT** work under raised equipment.

Before engaging a PTO-driven implement, **ALWAYS** carefully raise and lower the implement using Position Control. Check clearances, PTO shaft sliding range and articulation.

Ensure that all PTO safety shields are in place at all times.

Ensure all PTO-driven implements are in good condition and conform to current standards.

NEVER step across any driveline.

DO NOT use the tractor drawbar or the implement drawbar as a step.

NEVER use the driveline as a step.

NEVER wear loose fitting clothes.

Keep at least your height away from a rotating driveline.

Rear PTO Shaft

FIG. 5-20: A six-spline (35 mm) PTO shaft, 1, is provided at rear of Tractor to provide power for mounted and other PTO driven equipment as required.

A protective cover is positioned over shaft splines when not in use.

Normal rear PTO shaft operating speed.

540 rpm @ 2484 engine rpm
1000 rpm @ 2290 engine rpm

IMPORTANT: When rear PTO is used with three-point mounted equipment, it may be necessary to remove drawbar, 2, at rear of Tractor. Some types of mounted equipment, when lowered, may allow PTO shaft to contact drawbar.

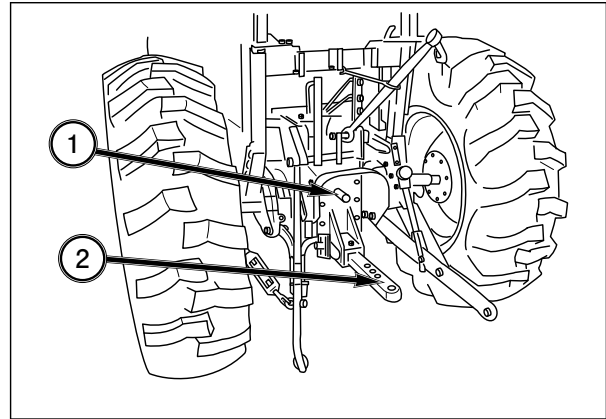
**FIG. 5-20**

FIG. 5-21: Implement driveshaft shown connected to tractor rear PTO shaft.



CAUTION: Make sure all PTO shields are installed on Tractor and equipment. Before cleaning or adjusting Tractor or PTO driven machine, SHUT OFF ENGINE AND DISENGAGE PTO.

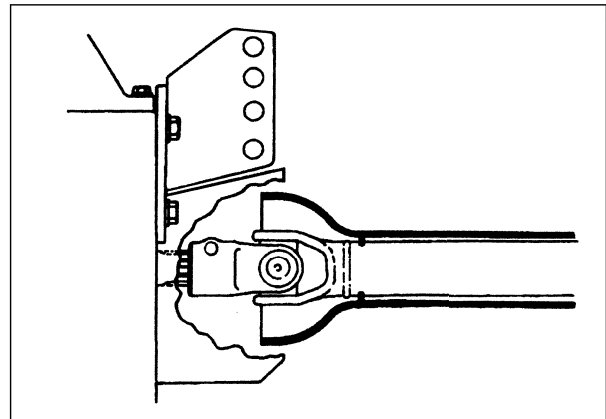
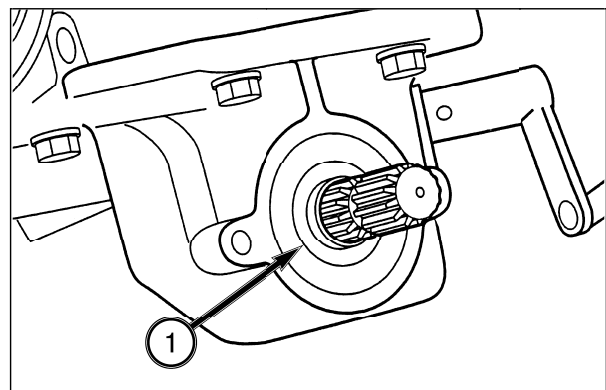
**FIG. 5-21****Mid PTO Shaft ("Rear ROPS")**

FIG. 5-22: Mid PTO, 1, is a forward-facing shaft located at underside of Tractor. This accessory can be installed to operate certain mid or front-mounted implements.

ASAE S431 25mm 15 spline shaft is used.

Normal mid PTO shaft operating speed:
2080 rpm @ engine 2600 rpm.....TH4335, 4365
2000 rpm @ engine 2500 rpm.....TH4295

Mid PTO cover must be installed when use of mid PTO is not required.

**FIG. 5-22**

CAUTION: Make sure all PTO shields are installed on tractor and equipment. Before cleaning or adjusting tractor or any PTO driven machine, SHUT OFF ENGINE AND DISENGAGE PTO.

TH4295,4335,4365

Front hitch & bumper frame

FIGS. 5-23 & 5-24 & 5-25: European hitch, 1, and bumper frame, 2, are equipped on the tractor.

It will be able to equip max 90kg weight on the bumper frame.

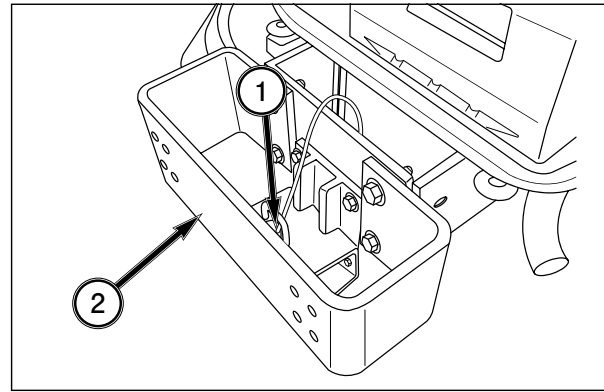


FIG. 5-23

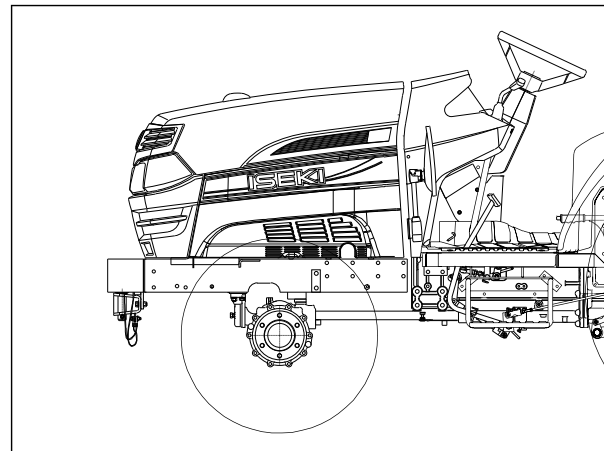


FIG. 5-24 (Mech type)

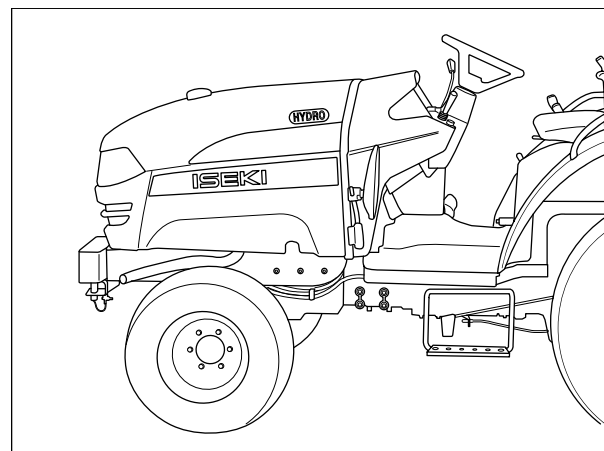


FIG. 5-25 (HST type)

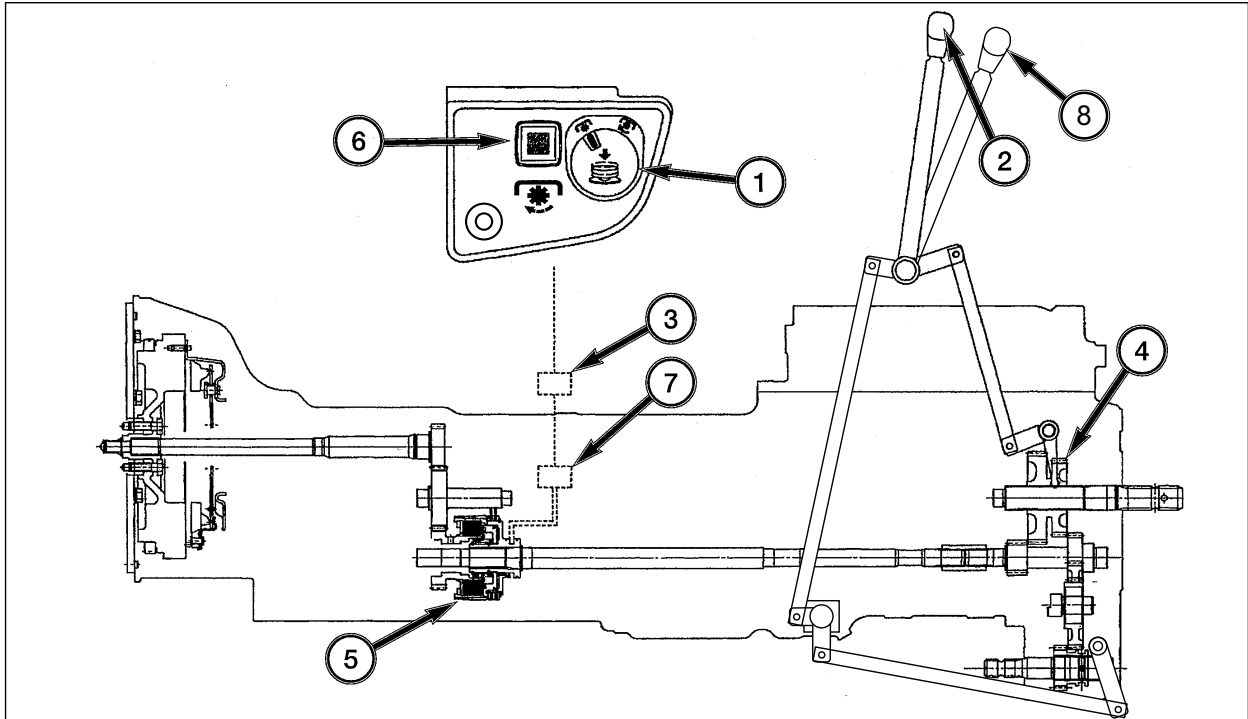
PTO Operating Control**FIG. 5-26**

FIG. 5-26: To select rear PTO - Make sure PTO control switch is OFF and then move rear PTO selector lever, 2, engage gear set, 4, inside rear housing.

FIG. 5-27: To engage PTO - Turn PTO switch, clockwise and then pull up to actuate hydraulic clutch, 5, and complete the drive. The indicator light in the warning light strip will come on, showing PTO clutch is engaged.

FIG. 5-27: To disengage PTO - Push PTO switch, 1, to release hydraulic clutch, 5.

When further use of rear PTO is not required, depress clutch pedal and return rear PTO selector lever, 2, to neutral.

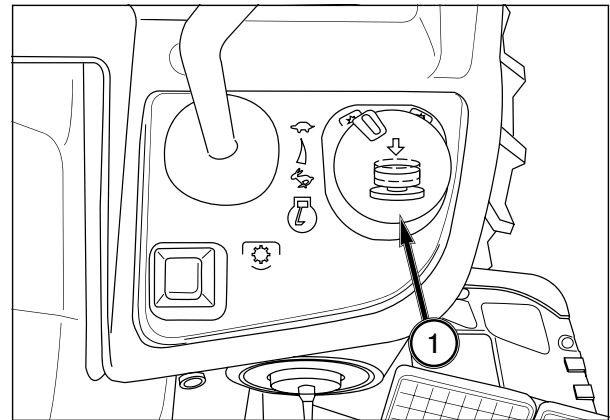
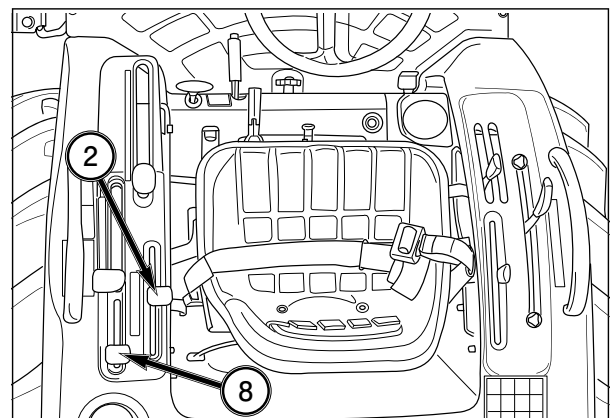
**FIG. 5-27**

FIG. 5-28: To select mid PTO - Make sure PTO control switch is off and then move PTO selector lever, 8, forward to mid PTO position to engage gear set in mid PTO.

NOTE: PTO can be engaged/disengaged by control switch, 1, independently of main clutch. Reduce engine rpm prior to engaging (switching on) and disengaging (switching off) PTO. Always move PTO control switch to OFF before shifting rear or mid PTO selector levers. Rear and mid PTO can be operated separately or together.

**FIG. 5-28**

TH4295,4335,4365**PTO Operating Controls**

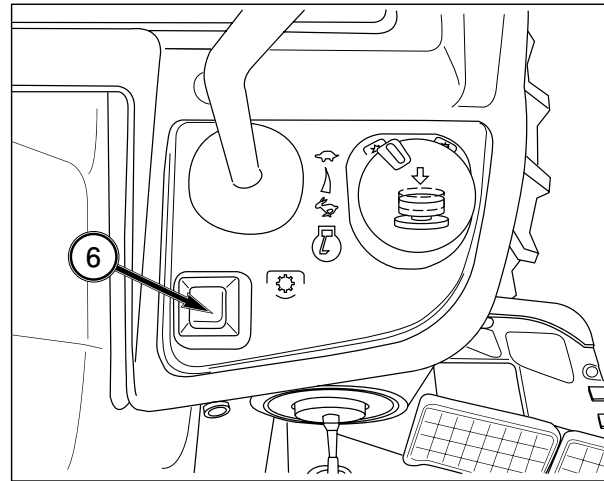
The pressure control valve, 7, operates when the PTO clutch, 5, begins to operate, enabling efficient engaging of the PTO with a minimum of shock.

Setting the mode change switch, 6, facilitates optimum engagement of the PTO.

Push PTO selectable switch, 6, to engage rear and mid PTO more smoothly and slowly.

Push PTO selectable switch, 6, again, to return to normal mode.

NOTE: Lower the engine speed when turning On PTO control switch if there is considerable shock.

**FIG. 5-29**

Selectable mode						
Switch	Switch lamp	Required torque	Initial pressure rise at engage	speed of pressure rise	Shock&noise at engage	Attachment
OFF	OFF	Big	High	Short	Nomal	Rotary, Cultivator
ON	ON	Small	Low	Long	Smaller	Mower, Hayer

FIG. 5-30

THREE-POINT HITCH

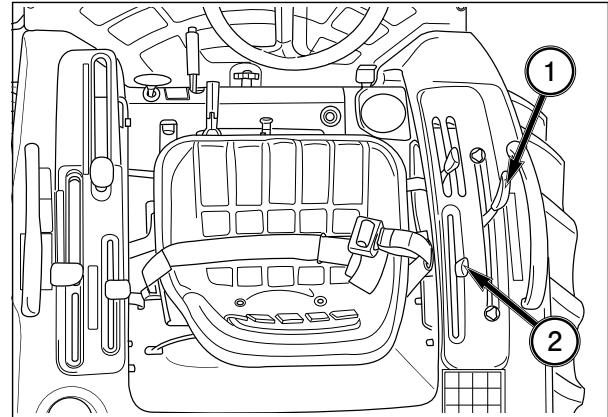
Three-point hitch combines Tractor and implement into one working unit. Implement position and raising are controlled hydraulically. In addition, implement weight and loads impose downward pressure at Tractor rear wheels to increase traction.

Hitch Controls

FIG. 5-31: Control quadrant, to right of operator's seat, controls the system to provide the following hitch control functions:

Position Control - Maintains hitch position at constant height in relation to the Tractor. As position control lever, 1, is moved rearward, hitch (and implement) are raised. Moving lever forward will lower hitch to selected position. Each lever setting provides a specific hitch (and implement) position.

Draft Control - Regulates hitch height to provide constant draft or "pull" of ground engaging implements (plows, subsoilers, etc.). Moving draft control lever, 2, forward will provide deeper implements working depth. Moving lever backward will provide a shallower depth. As ground contours and / or soil conditions change, the system will raise or lower implements as needed to keep even load in Tractor.

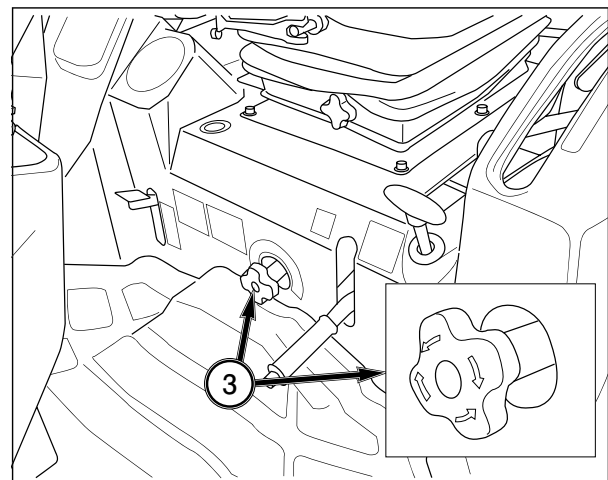
**FIG. 5-31**

CAUTION: Use position control lever, 1, when attaching or detaching implements. Place draft control lever, 2, fully forward when using position control.

FIG. 5-32: Lowering Rate Control - Knob, 3, controls discharge rate of hydraulic oil to adjust lowering speed of hitch and implement. Turn knob clockwise to slow drop rate, counterclockwise to increase drop rate. Turning knob fully clockwise will lock implement in raised position.



CAUTION: When working on or around mounted implements, always lower to ground prior to work. If implement must be raised, always block implement and lower links securely.

**FIG. 5-32**

TH4295,4335,4365**Rear Linkage**

FIG. 5-33: Linkage consists of several major components for implement attachment and operation:

Lower Links, 1 - Primary attaching points to lower implement pins.

Lift Rods, 2 - Connect lower links to hydraulic lift arms for raising/lowering of lower links. The lift rod connected to the right lower link has provisions for leveling the implement (side to side).

Check Chain, 3 - Reduce side away of implement.

Top Link, 4 - Adjustable, turn-buckle type to level implement (front to rear). Top link also provides draft load sensing for draft control.

FIG. 5-34: To match varying implements, rear linkage is standardized according to spacing, pin size, etc. This enables usage of alternate implements with minimal adjustments as long as matching size or "Category" is used.

This Tractor is equipped for "Category I" implements with following attaching point dimensions:

Ref.	Description	Dimension (Size)
A	Lower Link Width	26.8" (681 mm)
B	Lower Link Pin Diameter	0.88" (22 mm)
C	Top Link Height	18" (457 mm)
D	Top Link Pin Diameter	0.75" (19 mm)

FIG. 5-35: The linkage provides two positions of connecting the top link, 1, to the tractor.

For most implements, securing the top link, A, is satisfactory, but the position may be varied to provide increased implement height during transport.

FIG. 5-36: Lift rods, 1, and lower links, 2, also have multiple positions. Normally, Center hole, A, in each lift rod is attached to forward hole, X, in lower link.



CAUTION: Secure all pins after adjustment is made. Always use pins supplied with Tractor.

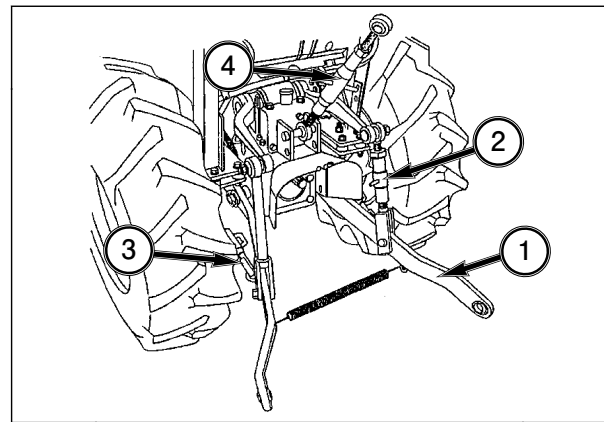


FIG. 5-33

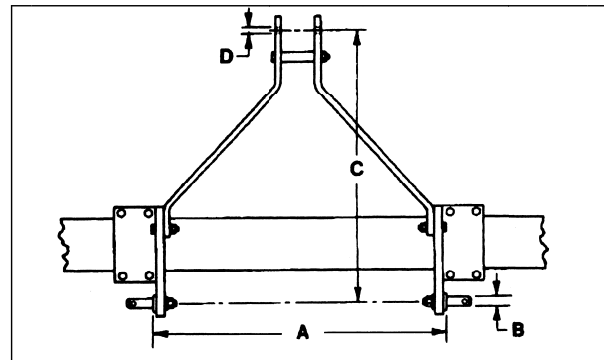


FIG. 5-34

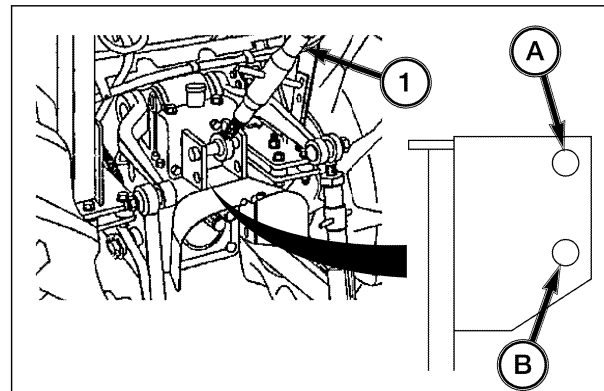


FIG. 5-35

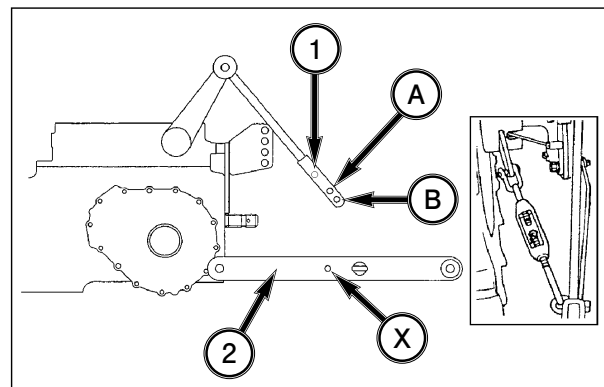


FIG. 5-36

Attaching Implements

CAUTION: Always use **POSITION CONTROL** to attach/detach implements to provide precise control of hitch.

FIG. 5-37: Back Tractor to implement, centering Tractor with implement hitch frame.

Raise or lower hitch using position control lever, 1, and align left lower link end with corresponding implement attaching pin.

Lock the brakes, shut off engine and remove key.

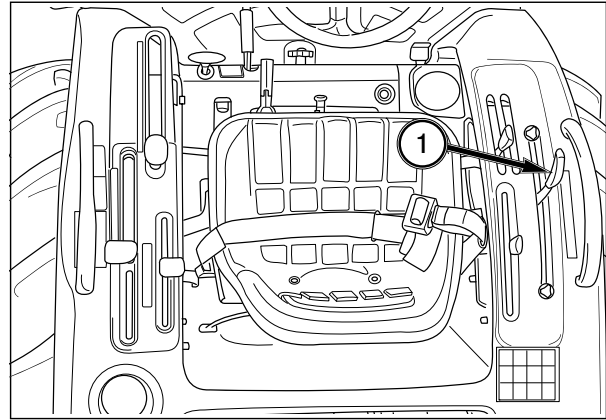
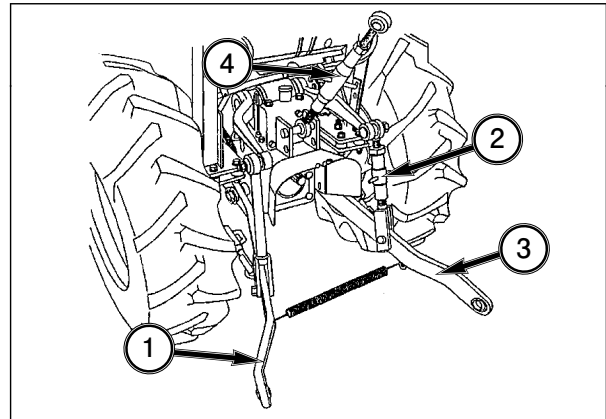
**FIG. 5-37**

FIG. 5-38: Slide ball end of left lower link, 1, over implement pin and secure with linchpin.

Adjust height of right lower link using leveling turn buckle, 2. Attach and secure right lower link, 3, to implement with linchpin.

Attach top link, 4, to top of implement hitch frame using pin supplied with Tractor. Rotate center barrel section of top link, to lengthen or shorten it, and level implement from front to rear.

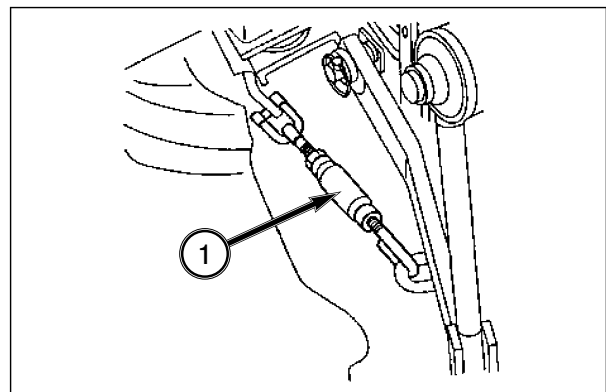
After the implement is attached, it can be readjusted for level operation using turn buckle and top link. Secure all adjustments.

**FIG. 5-38**

IMPORTANT: *With some mounted implements, it will be necessary to remove drawbar at rear of Tractor to permit implement to be raised and lowered without obstruction.*

FIG. 5-39: Certain implements require minimal side-play. Check chain, 1, at each lower link should be evenly adjusted to reduce side-play to desirable level. Do not remove all side-play as lower link damage may result.

NOTE: *The amount of side-play (stabilizer looseness) is dependent upon implement and type of operation. Normally 2" (50mm) of total side movement is desired, 1" (25mm) to each side of Tractor centerline.*

**FIG. 5-39**

Using Position Control

FIG. 5-40: Type of Work - Attaching/detaching implements and other operations requiring implement to be kept at constant height above ground. Also used with tool bars having flexible row units and implements equipped with gauge (support) wheels.

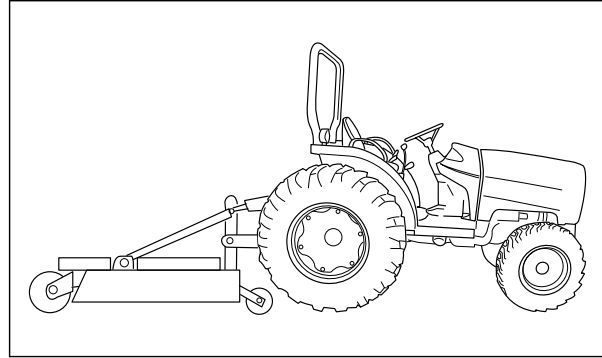
**FIG. 5-40**

FIG. 5-41: Lever Positions - Use position control lever, 1, to adjust hitch and implement position.

NOTE: Front lever stop, 2, can be set to contact position control lever in implement work position. This enables implement to be returned to identical position after hitch has been raised for turning, transporting, etc. Rear lever stop, 3, can be set to limit raising height, if required.

To Begin Work - Align Tractor and implement in field and move position control lever, 1, forward (toward DOWN). Adjust implement height using position control lever and set adjustable stops, 2 and 3, as desired.

When Turning - Move position lever, 1, backward (toward UP) to raise implement. Finish turning and return lever against stop to resume operation.

To Finish Work and Transport - Move position control lever, 1, fully rearward in quadrant.

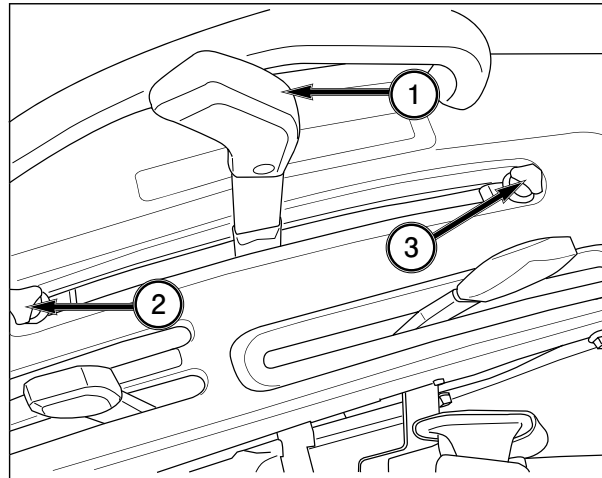
**FIG. 5-41**

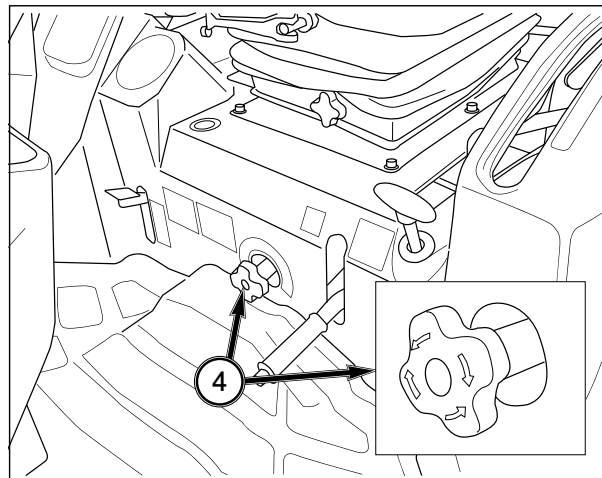
FIG. 5-42: Lowering speed can be readjusted as necessary using lowering rate control knob, 4.



CAUTION: When using mounted implements with PTO driveline, make sure: PTO drive shaft has minimum 51 mm (2" engagement of telescoping sections, at all hitch/implement positions.

Hitch height during raising does not bind drive shaft universal joints due to extreme drive shaft angles. Limiting raising height may be required.

PTO drive is disengaged during transport.

**FIG. 5-42**

Using Draft Control (A TYPE)

FIG. 5-43: Type of Work - When ground-engine implements such as plows, subsoilers, cultivators, etc. are used.

NOTE: Refer to "Rear Linkage" for locking pin details.



CAUTION: Do not use draft control when precise hitch positioning is required (attaching/detaching implements for example).

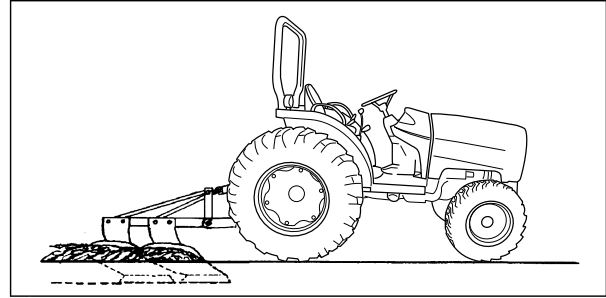
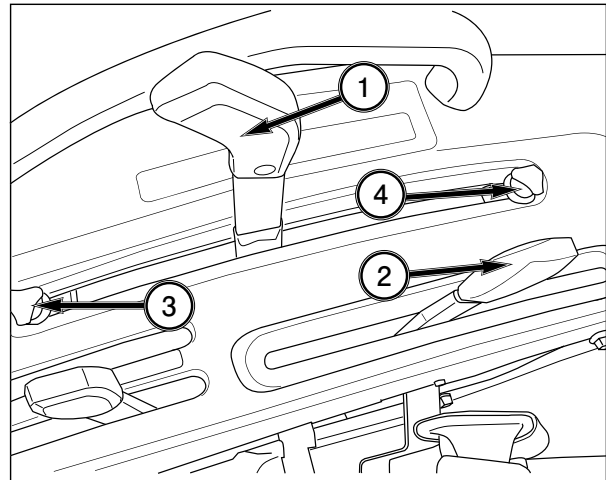
**FIG. 5-43**

FIG. 5-44: Lever Positions - Use position control lever, 1, to raise and lower implement and use draft control lever, 2, to adjust implement working depth and system sensitivity in soil.

Position control lever, 1, can also be used to prevent excessive lowering of hitch when low draft areas (sandy soil) are encountered.

NOTE: Adjust lever stops, 3 and 4, can be set to contact position control lever in implement work or raised position. This enables implement to be returned to identical setting after hitch has been raised for turning at field ends.

**FIG. 5-44**

To Begin Work - Align Tractor and implement in field and move position control lever, 1, forward (to DOWN). while driving Tractor forward, lowering implement. Then adjust draft control lever, 2, until correct working depth is maintained.

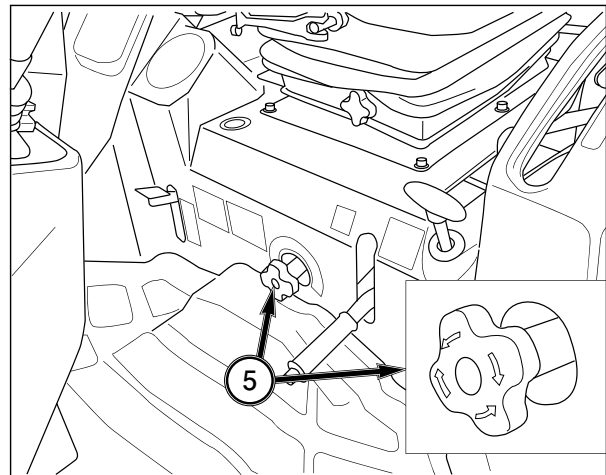
When Turning - Move position control lever, 1, backward to raise implement and permit completion of turn. Return implement to work position by selecting position control lever to previous position against stop.

To Finish Work and Transport - Pull position control lever backward fully to up setting.

FIG. 5-45: Lowering speed can be readjust as necessary with lowering rate control knob, 5.

NOTE: Changes of soil texture or ground speed of unit may require slight readjustment of draft control lever to maintain consistent working depth as these can have a direct influence on implement draft load.

If erratic operation is encountered, turn lowering rate control knob, 5, clockwise to slow. Lowering top link attaching location on Tractor will also decrease sensitivity.

**FIG. 5-45**

JOYSTICK OPERATION (FOR MECHANICAL & E6-HST MODEL)

FIG. 5-46: Single-lever control, 1, provides "Joystick" operation of auxiliary valve. Moving lever backward and forward moves the A/B spool in control valve respectively raising and lowering loader (or other attachment). Pushing lever completely forward will retain lever in "float" position to allow attachment to follow ground contours. Moving lever side-to-side moves the C/D valve spool and controls Loader bucket position. Pulling lever to left will curl bucket and pushing lever to right will dump the bucket. Pushing lever completely to right side will retain lever in "regenerative" position, allowing bucket to dump quickly. When used with a blade angling (left and right) can be controlled.

All positions (except float) will return to neutral position when lever is released. When in Float, the A/B valve spool is held by detents and the lever will have to be pulled rearward to disengage the detents.

NOTE: Inability to select "float" or any other valve functions may indicate the need for control rod adjustment at base of control lever.

Joystick Lockout

FIG. 5-47: The joystick has an lockout system. The joystick lockout 2 is a T-handle located near the joystick.

FIG. 5-48: To lock joystick, put T-handle in the down position. When the T-handle is in the down position, the joystick cannot be operated. To unlock joystick, pull the T-handle up. When the T-handle is in the up position, the joystick can be operated.

NOTE: If the T-handle is not pulled all the way up, the T-handle will return to the down position and lock the joystick.

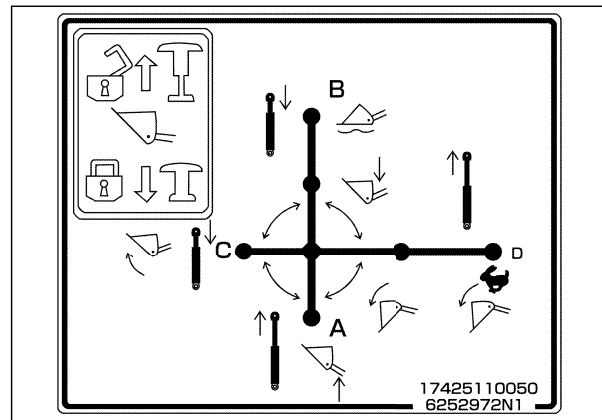
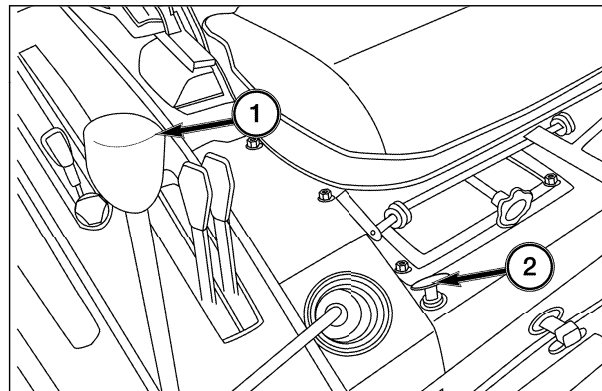
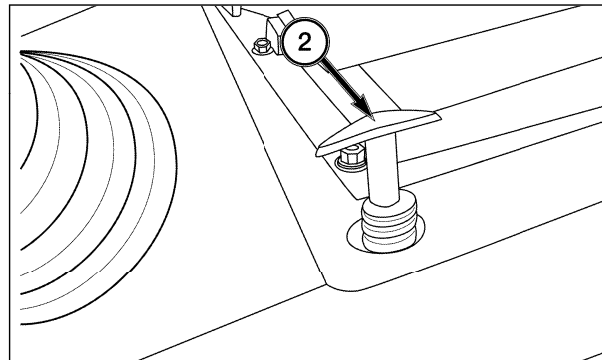
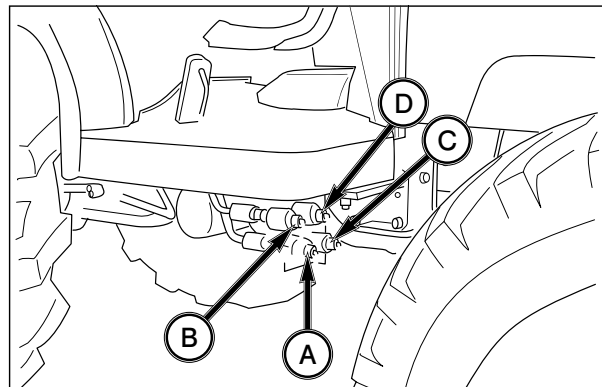
FIG. 5-49: Output ports are located under the right step.

1. The output ports are identified by letters, A,B,C,D, from left to right as indicated on output ports.
2. The following chart provides correct output port location when using a loader.

Output port	Function
A	Loader Raise
B	Loader Lower and Loader Float
C	Bucket Curl
D	Bucket Dump and Dump quickly

3. For other operations, except for loader work use the following.

Output port	Double acting	Single Acting
A	Extend	Extend / Retract
B	Retract	Not Used
C	Extend	Not Used
D	Retract	Not Used

**FIG. 5-46****FIG. 5-47****FIG. 5-48****FIG. 5-49**

EXTERNAL AUXILIARY HYDRAULICS

Auxiliary hydraulics can be installed to operate implements requiring an external hydraulic source for operation. Kits are available as single-spool (one auxiliary circuit) or two-spool (two hydraulic circuits).

2 spools: STD for rear ROPS model.

1 spool: STD for center ROPS model.

NOTE: *Center ROPS model can equip the second spools as the option.*



WARNING: When using a loader attachment, to avoid serious injury or death due to falling loads resulting from inadvertent raising or roll-back of the loader, **DO NOT** connect loader hydraulics to any tractor auxiliary valve that has detents which cannot be locked out or removed, except for the float function in the loader lower circuit. If the tractor is equipped with such a valve, a dedicated, properly configured loader valve **MUST** be installed.

FIG. 5-50: The control lever, 1, controls implement raising or lowering when the first set of remote couplers are used. The control lever, 2, controls implement when second set of remote couplers are used (two-spool kit only).

Control lever(s) are spring-loaded to center neutral position, from normal raise or lower positions.

Push the levers fully forward to hold in a detent providing a float position. Float position is used for loader and blade operations to allow the bucket or blade to float on top of the surface. The float position is also used in some implement applications.

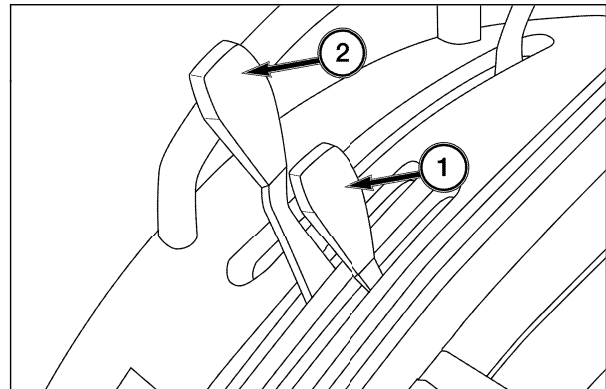


FIG. 5-50

FIG. 5-51: Remote couplers are located at the rear of the tractor. (Coupler(s): Consult with your dealer)

Please procure the couplers at

The coupler set, 1, is controlled by the inside control lever.

The coupler set, 2, is controlled by the outside control lever.

Implement hoses must be connected to each coupler set. When the specific control lever is pulled backward, the implement raises and, when pushed forward, the implement lowers. Male coupler tips (on implement hoses) must be compatible with tractor couplers, and must also be inserted fully and locked into tractor couplers to operate correctly.

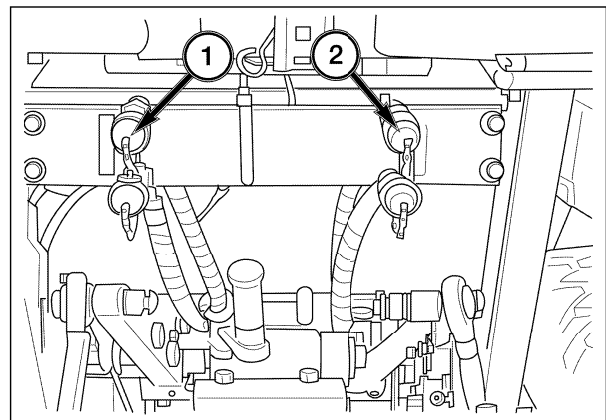


FIG. 5-51



CAUTION: Always lower implement to ground, shut off engine and relieve system pressure (by operating control levers with engine off) before connecting or disconnecting implement hoses.



CAUTION: Make sure all hydraulic hoses, couplers and cylinders are in good condition before use.

FIG. 5-52: Most implements require double-acting hydraulics. Each implement cylinder will have two hoses connected to it.

When single acting service is required (cylinder with only one hose), the upper coupler will be used. The selector function, 1, must be turned to the left. The selector function is located at the right rear of the tractor on the back of the valve spools.

NOTE: For normal double-acting operation selector function must be turned to the right.

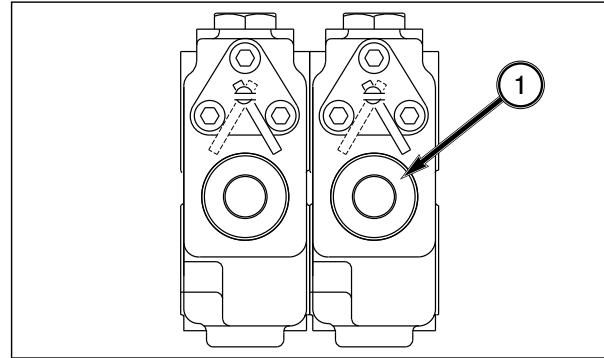


FIG. 5-52

ROLL-OVER PROTECTIVE STRUCTURE (ROPS)

FIG. 5-53: This tractor is equipped with a foldable roll-over protective structure (ROPS), 1, and seat belt. The seat belt should be worn at all times when tractor is being operated with the ROPS in the upright, locked position.



CAUTION: Do not weld, drill, bend or straighten damaged ROPS. Make sure all components are in correct working order in order to provide the intended protection. Only original bolts and pins, or equivalent replacements, must be used and tightened to the correct torque value. Make sure the hinge joint is properly secured.

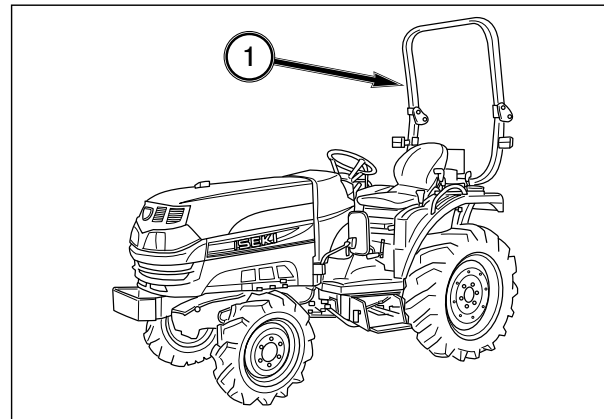


FIG. 5-53

FIG. 5-54: When overhead clearance is restricted, the upper portion, 2, of the ROPS may be folded down.

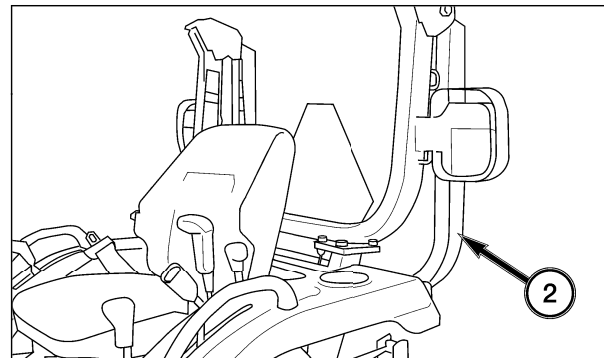


FIG. 5-54

FIG. 5-55: To fold the upper portion of the ROPS, remove the locking pin, 1, and lower the upper portion. The seat belt should not be worn when operating with the ROPS folded down.



WARNING: No roll-over protection is provided when the ROPS is folded down. Drive with extreme care. Tractor roll over may result in serious injury or death.

Adjust the rubber isolator, 3, on the upper-front of the lower U-frame to reduce vibration. Tighten the jam nut.

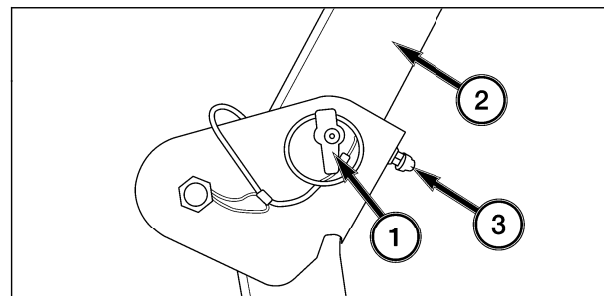


FIG. 5-55

DRAWBAR

FIG. 5-56: Drawbar, 1, at rear of Tractor allows pull-type implements to be attached to Tractor. Maximum vertical load on drawbar must not exceed 880 lbs (400kg).



CAUTION: Pulling heavy loads will require extended braking distances. Reduce travel speed.

Make sure attachment is properly secured and safety chain is used.

NOTE: When using three-point hitch, it may be necessary to remove drawbar by removing clips and pins, 2, and sliding drawbar from bracket to improve operating clearance. This is particularly true with mounted implements using PTO drive.

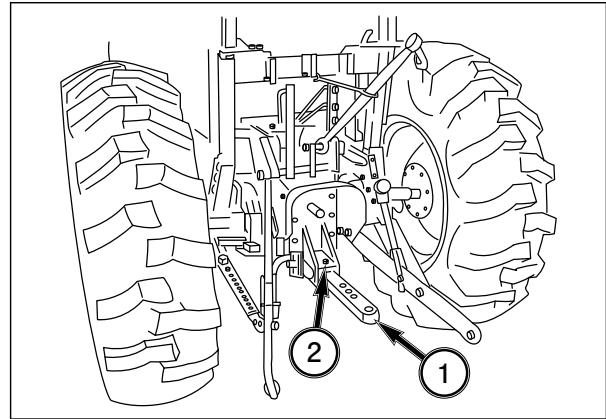
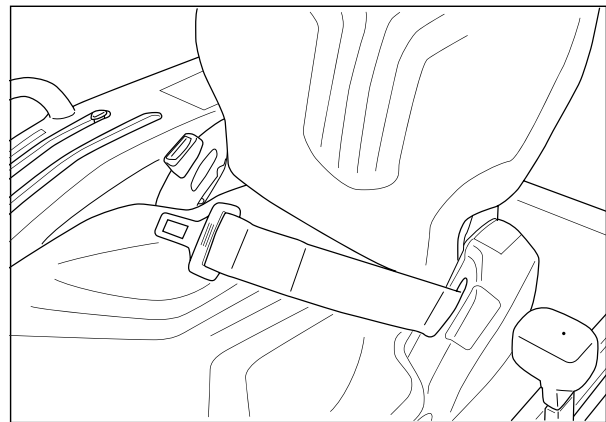
**FIG. 5-56****Seat**

FIG. 5-57: Please ask the your dealer if you have any question concerning seat. Just for your information, depend on your resident area, seat belt will be required to equip as standard.

**FIG. 5-57****Detaching Implements**

CAUTION: Always use **POSITION CONTROL** to attach/detach implements to provide precise control of hitch.

Select a level area to detach and store the implement. Lower implement to ground by moving position control lever to DOWN. If necessary, adjust leveling crank on right lift link to level implement on ground.

Shut off engine, securely lock brakes and remove key from Tractor.

Disconnect implement PTO drive shaft (as applicable). Detach top link from implement and place in storage position on Tractor by engaging spring on top link in slot in rear center panel.

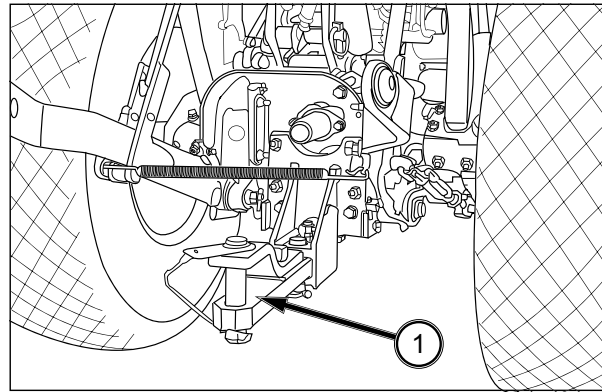
NOTE: Lengthening or shortening of top link may be required to permit disconnection from implement.

TH4295,4335,4365**REAR HITCH**

FIG. 5-58: Drawbar (1) at rear of Tractor allows towed implements to be attached to Tractor. Tractor doesn't have any trailer braking system.

Follow strictly the instructions outlined in the operator's manual of the mounted or trailed machinery or trailer, and not to operate the combination tractor – machine or tractor – trailer unless all instructions have been followed.

Keep the maximum vertical load on the rear hitch, related to the rear tyre size and type of hitch. (Table 1)

**FIG. 5-58****TABLE 1**

Tyre size		ROPS	Transmission	TH4295		TH4335		TH4365	
Front	Rear			Without front weight (kg)	With front weight (kg)	Without front weight (kg)	With front weight (kg)	Without front weight (kg)	With front weight (kg)
24X8.50-12	315/80D-16	Rear ROPS	without Reverser with PTO Clutch	460	500	480	500		
26X12.00-12	13.6-16			435	500	455	500		
6-14	9.5-22			410	500	430	500		
6-14	12.4-16			430	500	455	500		
7-14	9.5-24			370	500	395	500		
7-16	11.2-24			350	500	370	500		
24X8.50-12	315/80D-16		with Reverser with PTO Clutch	465	500	485	500		
26X12.00-12	13.6-16			445	500	470	500		
6-14	9.5-22			410	500	435	500		
6-14	12.4-16			435	500	455	500		
7-14	9.5-24			375	500	395	500		
7-16	11.2-24			360	500	380	500		
24X8.50-12	315/80D-16	Center ROPS	HST	450	500	455	500	485	500
26X12.00-12	13.6-16			425	500	440	500	465	500
6-14	9.5-22			400	500	415	500	440	500
6-14	12.4-16			420	500	440	500	465	500
7-14	9.5-24			360	500	370	500	395	500
7-16	11.2-24			340	500	355	500	380	500
24X8.50-12	315/80D-16		with Reverser with PTO Clutch			500	500		
26X12.00-12	13.6-16					500	500		
6-14	9.5-22					500	500		
6-14	12.4-16					500	500		
7-14	9.5-24					475	500		
7-16	11.2-24					460	500		
24X8.50-12	315/80D-16		without Reverser without PTO Clutch	500	500	500	500		
26X12.00-12	13.6-16			500	500	500	500		
6-14	9.5-22			485	500	490	500		
6-14	12.4-16			500	500	500	500		
7-14	9.5-24			440	500	450	500		
7-16	11.2-24			420	500	435	500		

Front weight : 90kg onto the front

Keep the permissible towable mass. (Table 2)

When towing trailer, stay clear from the area between tractor and trailed vehicle.

TABLE 2

Towable mass	Total technically permissible towable mass	Total technically permissible masses of the tractor-trailer combination for each configuration of trailer braking
Unbraked	1500 kg	3210 kg
Independently braked	3000 kg	4710 kg
Inertia-braked	3500 kg	5210 kg
Assisted braking system	NA	NA

FRONT LOADER FIXATION POINT

Consult your ISEKI dealer concerning the fixation points on Tractor for the Front Loader.

Appropriate frames between the rear axle and the front frame might be necessary to obtain robust safety.

FALLING OBJECTIVES PROTECTIVE STRUCTURE (FOPS) & OPERATORS PROTECTION STRUCTURE (OPS) FIXATION POINT

Consult your ISEKI dealer concerning the fixation points on Tractor for the FOPS & OPS.

TOWING

Ask your ISEKI dealer for towing Tractor as much as possible. If such cases as listed below happen call your ISEKI dealer as transmission might be broken.

- Although the engine runs, Tractor cannot start to move.
- Unusual noise occurs.

FIG. 5-59: Hook up the rope to the front hitch (1). The distance between towing vehicle and Tractor should be less than 5m.

Move the range shift lever to the neutral position. Release the parking brake lock.

JACKING

When jacking Tractor, place the tractor on level, hard ground which is sufficiently illuminated, otherwise unexpected accidents may occur. Follow the instructions listed below:

- Apply parking brakes.
- Disengage all PTO.
- Place all gear shift levers in neutral.
- Remove the starter key.
- Place the jack on level.

FIG. 5-60: When raising the rear axle, suitable shims (1) should be wedged between the front axle and the front frame.

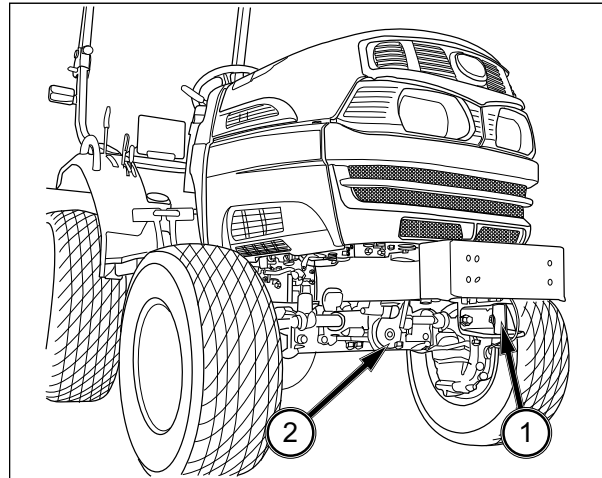


FIG. 5-59

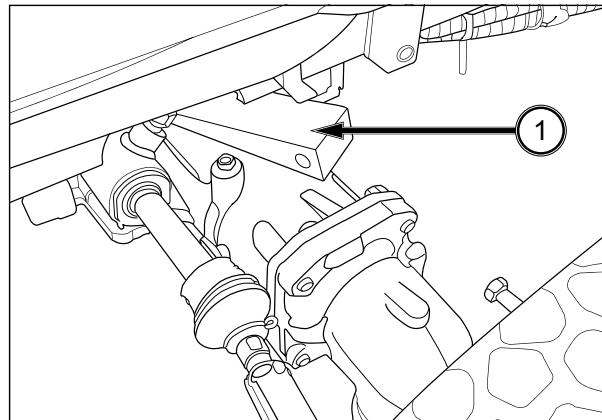


FIG. 5-60

FIGS. 5-61 & 5-59: When raising the front axle, the jacking point is the front hitch (1) or the front pivot (2). For the rear axle, the jacking point is the rear hitch (3).

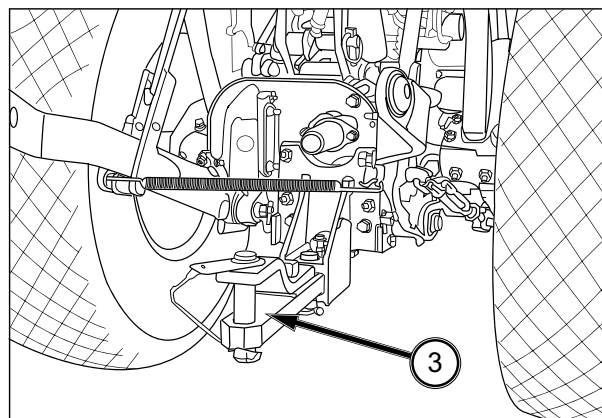


FIG. 5-61

LUBRICATION & PERIODIC MAINTENANCE

SPECIFICATIONS & CAPACITIES

Engine Oil

Use oil of the quality recommended by ISEKI. API Service "CC".

Capacity(Crankcase and Filter)

TH4295.....	3.1liters
TH4335.....	4.7liters
TH4365.....	5.4liters

Recommended Viscosity:

25° C and Above	SAE 30W, 10W-30
0°-25° C	SAE 20W, 10W-30
0° C	SAE 10W, 10W-30
15W-40 may be used in ambient temperatures above -10° C	

Recommended Change Interval, Initial Oil and Filter Change	50 hours	
Oil and Filter Change, Thereafter	Engine oil	Every 150 hours
.....	filter	Every 300 hours

Engine Coolant

Freezing Protection (Original Factory Fill).....	-34° C
Recommended Coolant.....	50/50 mixture ethylene glycol and water
System Capacity	
TH4295/4335.....	6.2liters
TH4365.....	6.7liters

Fuel Tank

Capacity	
TH4295/4335/4365.....	35.0liters
Fuel Recommended, Above 39° F (4° C).....	No. 2 or No. 2-D
Fuel Recommended, Below 39° F (4° C).....	No. 1 or No. 1-D

Transmission & Differential Housing (Including Hydraulic System)

Capacity	
TH4295/4335/4365.....	34.0liters
Recommended Lubricant	SAE 80 GL-4
Recommended Change Interval	First 50 hours, every 200 hours thereafter

Front Axle (4-WD Only)

Capacity	
TH4295/4335.....	4.8liters (A TYPE...4.5liters)
Recommended Lubricant	SAE 80 GL-4
Recommended Change Interval	Every 600 hours

Grease Fittings

Grease Interval (All Fittings).....	Every 50 hours
Recommended Grease	Lithium base grease No. 2

NOTE: Change intervals stated above are for normal usage. Due to adverse operating conditions that may be experienced (extremely dusty or muddy), change intervals may need to be more frequent.

TH4295,4335,4365

LUBRICATION / FILL POINTS

FIG. 6-1: General layout of lubrication, fill and drain locations on Tractor:

Standard / Shuttle Type

Ref.	Description:	Type:
1	Crankcase	Engine Oil
2	Engine Radiator	Coolant
3	Radiator Overflow Reserver	Coolant
4	Fuel Tank	Diesel Fuel
5	Rear Housing	Hydraulic Oil
6	4WD Axle	Hydraulic Oil
7	Axle Pivots (4WD)	Grease </td
8	Tie Rod Ends	Grease
9	Clutch Pedal	Grease
10	Brake Pivots	Grease
11	Draft Linkage	Grease
12	Sub Change Linkage nipple	Grease

HST Type

Ref.	Description:	Type:
1	Crankcase	Engine Oil
2	Engine Radiator	Coolant
3	Radiator Overflow Reserver	Coolant
4	Fuel Tank	Diesel Fuel
5	Rear Housing	Hydraulic Oil
6	4WD Axle	Hydraulic Oil
7	Axle Pivots (4WD)	Grease
8	Tie Rod Ends	Grease
9	HST Pedal	Grease
10	Brake Pivots	Grease
11	Cruise control Pivot	Grease
12	Sub Change Linkage nipple	Grease

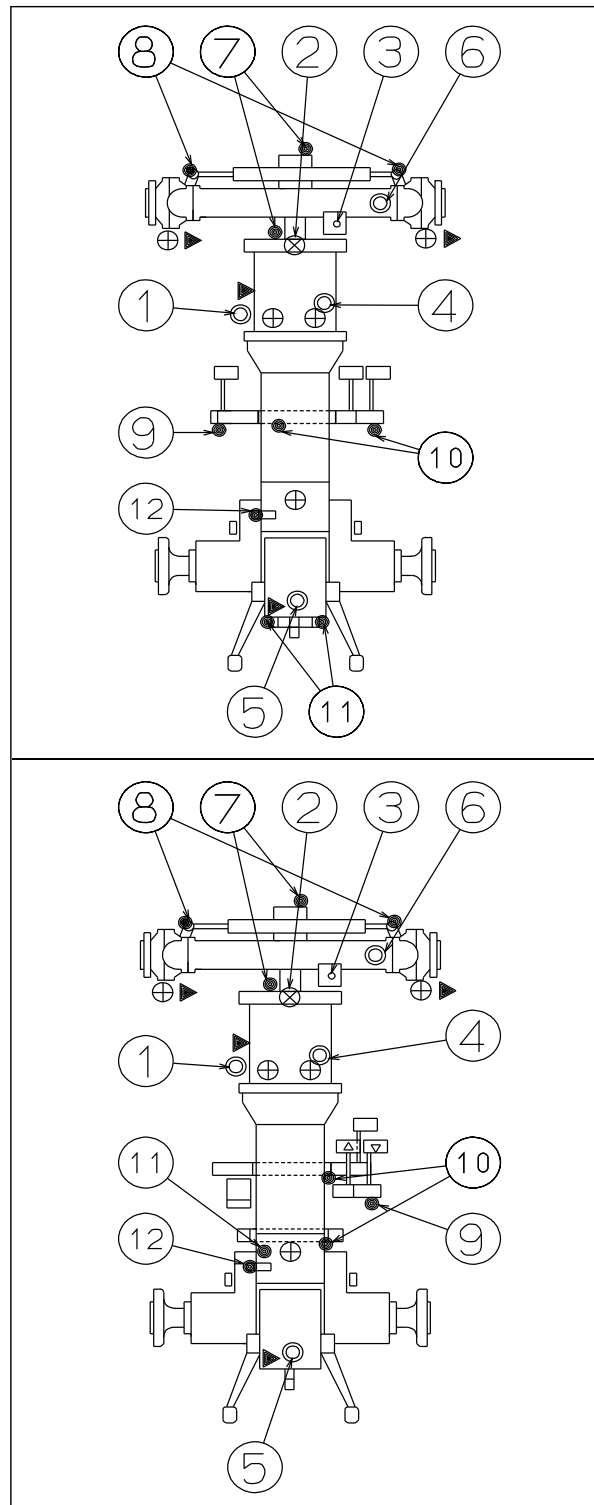


FIG. 6-1

Periodic Inspection and Maintenance Table

○ : Inspect, replenish or adjust ● : Replace △ : Clean or wash
★ : Replacement or servicing at authorized service facility recommended.

		Before op.	First insp. ★	100 Hr	200 Hr ★	300 Hr	400 Hr ★	500 Hr	600 Hr ★	1 / Month	1 / Year ★	1 / 2 years ★	Remarks
Engine	1	Engine oil	○	●	● 150hr	●	●	● 450hr	●				Replace every 150 Hr.
	2	Engine oil filter		●		●			●				Replace every 300 Hr.
	3	Air cleaner element	○	△	△	△	△	△	●		●		Wash every 100 Hr. Replace every 600 Hr. or once/year.
	4	Reserve tank coolant/level	○	○	○	○	○	○	●		●		Wash every 100 Hr. Replace every 600 Hr. or once/2 years.
	5	Radiator		○								△	Flush once/2 years.
	6	Radiator hose	○	○		○		○	○			★	Inspect every 200 Hr. Replace once/2 years.
	7	Fuel filter	○	△	△	△	●	△	△				Wash every 100 Hr. Replace every 400 Hr.
	8	Fuel pipe hose		○	○	○	○	○	○			★	Inspect every 100 Hr. Replace once/2 years.
	9	Fan belt	○	○	○	○	○	○	○				Inspect every 100 Hr.
	10	Battery fluid level	○	○	○	○	○	○	○		○		Check every 100 Hr. or once/1 year.
	11	Engine valve clearance							★				Inspect every 600 Hr.
Tractor	12	Transmission oil	○	●		●		●	●				Replace every 200 Hr.
	13	Transmission oil filter		●		●		●	●				Replace every 200 Hr.
	14	Front axle oil	○	○		○		○	●				Inspect every 200 Hr. Replace every 600 Hr.
	15	Draining of clutch chamber		○	○	○	○	○	○				Inspect every 100 Hr.
	16	Clutch pedal play	○	○	○	○	○	○	○				Inspect and adjust every 100 Hr.
	17	Brake pedal play	○	○		○		○	○				Inspect and adjust every 200 Hr.
	18	Toe-in adjustment		○		○		○	○				Inspect and adjust every 200 Hr. ★
	19	Tightening of tie-rod ends		○		○		○	○				Inspect and adjust every 200 Hr. ★
	20	Front axle front/rear play		○					○				Inspect every 600 Hr.

TH4295,4335,4365

○ : Inspect, replenish or adjust ● : Replace △ : Clean or wash
★ : Replacement or servicing at authorized service facility recommended.

			Before ope.	First insp. ★	100 Hr	200 Hr ★	300 Hr	400 Hr ★	500 Hr	600 Hr ★	1 / Month	1 / Year ★	1 / 2 years ★	Remarks
Tractor	21	Tire air pressure	○	○		○		○		○				Inspect/add air every 200 Hr.
	22	Tighten wheel Nuts	○	○	○	○	○	○	○	○				Inspect every 100 Hr.
	23	Electrical wiring										○	★	Inspect once/year. Replace once/2 years. (recommended)
	24	Power steering hose		○	○	○	○	○	○	○			★	Inspect every 100 Hr. Replace once/2 years.
	25	Replenish grease	○	○	○	○	○	○	○	○		○		Grease before/after operation.

Opening / Closing Hood

FIG. 6-2: Turn locking knob, 1, one quarter to clockwise on top of engine bonnet, pull upward the bonnet.

Close in reverse order, engine bonnet will be necessary to push downward on locks, 1, and then turn one quarter counterclockwise to secure.

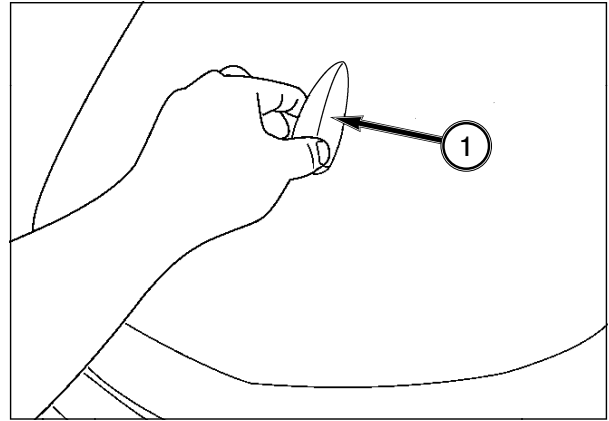


FIG. 6-2

FIG. 6-3: When top the front grille, 2, is pulled up, the lock can be disengage. Disconnect the headlamp wiring couplers and lift front grille upward to disengage the lower hooks and remove it from the tractor. When reinstalling front grille, place the grille on the lower hook and push on the top.

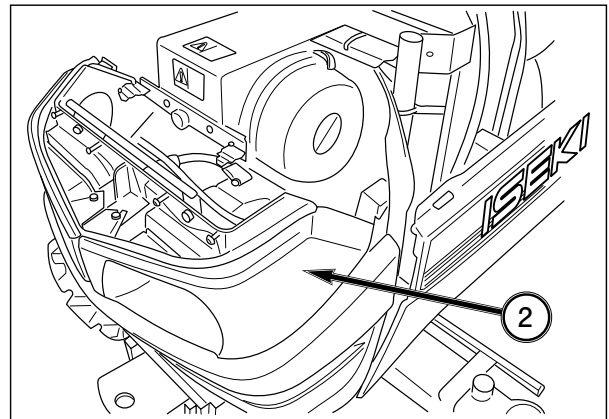


FIG. 6-3

Removing / Reinstalling Side Cover

FIG. 6-4: When top of the side cover, 3, is pulled out the lock can be disengaged.

The cover can be removed by slipping the side cover off of the two hinges on the bottom.

When reinstalling the side cover, place the cover on the hinges at the bottom, and push on the top.

The side cover (left) can be removed with the same procedure.

The muffler is adjacent to the left side cover. Make sure to allow it to cool before removing.

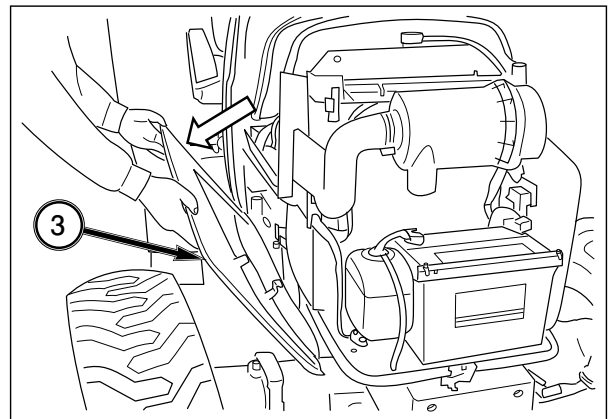


FIG. 6-4

LUBRICATION DETAILS

Grease Fittings

Lubricate all grease fittings every 50 hours of operation. Clean grease gun and fittings before and after greasing to prevent contamination from dirt.

NOTE: *When operating in muddy or extremely wet conditions, daily lubrication of fittings is recommended.*

Engine Oil & Filter

Engine oil and filter should be changed after first 50 hours of operation and then every 100 hours thereafter.

FIG. 6-5: To Check Engine Oil Level -Tractor must be parked on level ground with engine off. Pull out dipstick, 1, and check that oil level is between upper limit, F, and lower limit, L, on dipstick. Wipe off dipstick, momentarily reinstall in engine and check oil level again.

Add oil through filler opening, 2, as required.

NOTE: *Add oil slowly to assist in venting air from crankcase.*

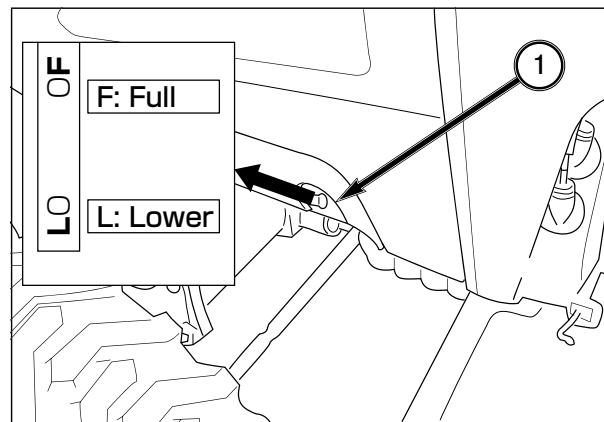


FIG. 6-5

FIG. 6-6: To Change Engine Oil -Operate Tractor until oil is adequately warmed. Remove drain plug(s), 3, from engine and allow all oil to drain.

Reinstall drain plug(s) and fill engine crankcase to upper limit on dipstick.

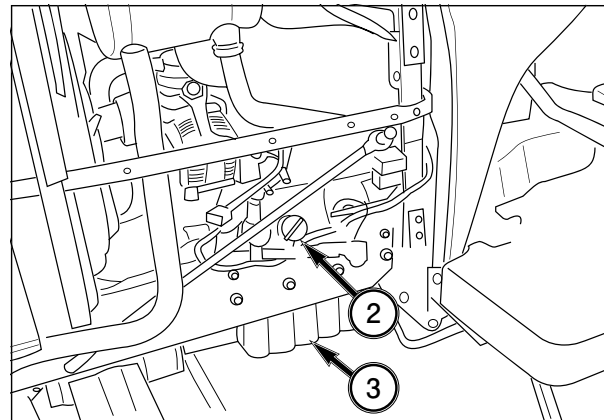


FIG. 6-6

FIG. 6-7: To Replace Engine Oil Filter -Unscrew element, 4, from engine and discard. Make sure original filter gasket has been removed.

Lubricate new gasket on replacement element with clean engine oil. Screw on new element until gasket contacts adapter and then tighten element 1/2 turn more.

Clean spilled oil and refill crankcase. Start engine, check for leaks and replenish oil level as required.

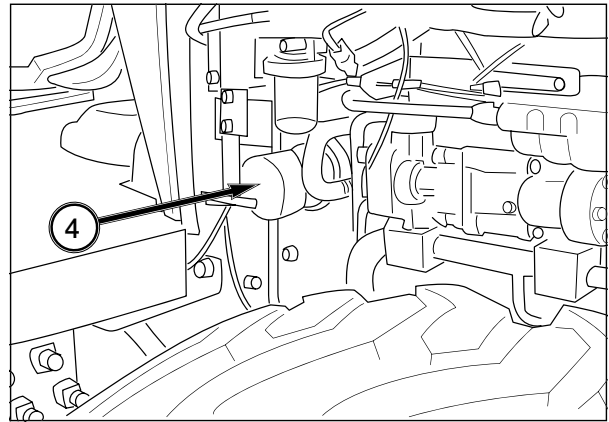


FIG. 6-7

Transmission Oil & Filters

Transmission oil lubricates transmission, center housing, and rear axles and also serves as hydraulic fluid. Transmission oil and filter should be changed after first 50 hours of operation and then every 200 hours thereafter.

FIG. 6-8: To Check Transmission Oil Level -Park Tractor on level ground. Oil level should be indicated in oil level gauge, 1.

Oil level is replenished, as necessary, by removing filler plug, 2, and adding oil through filler opening.

NOTE: Adding oil to transmission will also maintain correct oil level in center housing and rear axles.

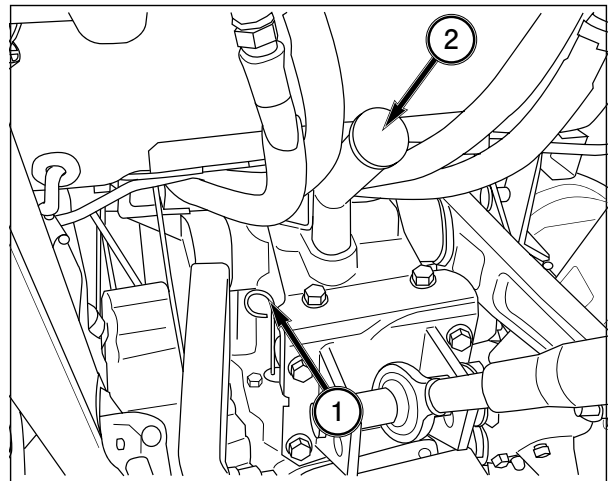


FIG. 6-8

FIG. 6-9: To Replace Transmission Oil -Remove drain plug, 3, and completely drain oil from system.

IMPORTANT: Completely lower three-point hitch prior to draining transmission oil.

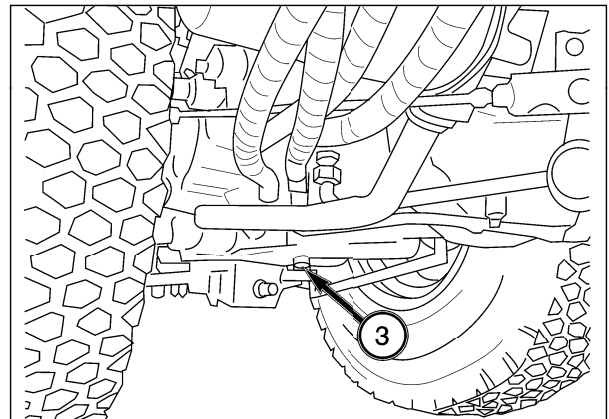


FIG. 6-9

Hydrostatic Cartridge Oil Filter Replacement

The hydrostatic cartridge oil filter is located under the left step.

FIG. 6-10: Always replace the hydraulic oil filter while oil is removed. Carefully unscrew the oil filter (1) from its transmission. Use of a filter wrench may be necessary.

Clean the filter adapter and lubricate the O-ring on the replacement filter adapter with clean hydraulic oil. Install the new filter until O-ring contacts the transmission and tighten additional 2/3 turn by hand. Do not use a filter wrench to install the filter.

Replace the cartridge after the first 50 hours, and then every 200 hours.

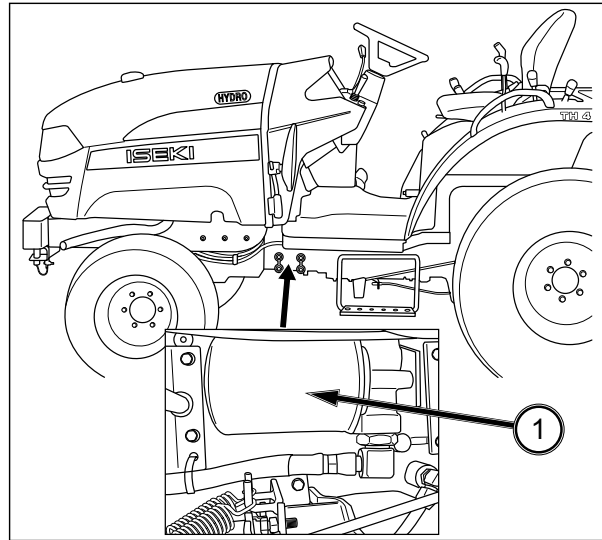
**FIG. 6-10**

FIG. 6-11: Transmission filter, 4, with oil drained, unscrew filter from adapter (filter wrench may be required).

Clean adapter and lubricate seat on new filter. Install until filter gasket contacts adapter and tighten additional 2/3 turn, by hand. Do not use filter wrench to tighten.

Front Axle Oil

Front drive axle has a common oil level for front differential housing and each wheel reduction unit. Oil level should be checked every 200 hours of Tractor operation. The oil should be changed every 600 hours of operation(indicated on Hourmeter).

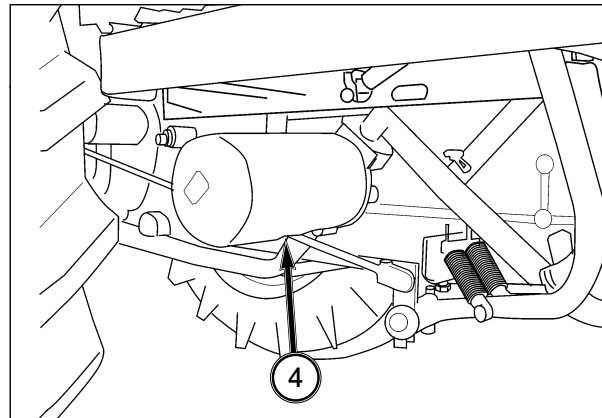
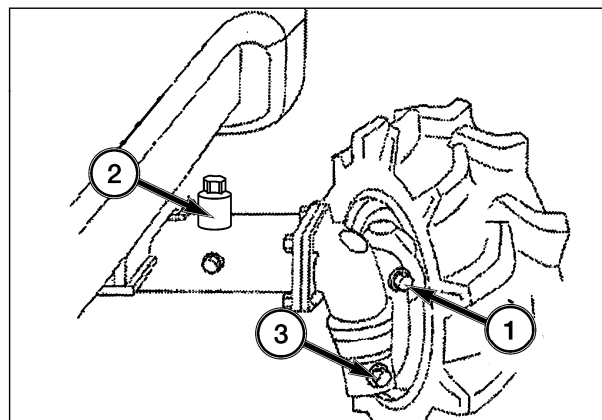
**FIG. 6-11**

FIG. 6-12: To Check Oil Level -Park Tractor on level ground and then remove oil level plug,1. Oil should be level with or slightly below level plug opening. Remove fill plug, 2, and add oil until oil is expressed from level plug opening. Replace level plug and fill plug.

To Change Oil -Remove drain plugs, 3, from both wheel reduction units. When all oil has drained, replace drain plugs and fill housing to level plug opening. Replace level plug and fill plug.

**FIG. 6-12**

Checking / Replenishing Coolant

FIG. 6-13: The radiator is provided with a reserve tank, 1, to maintain the coolant in the radiator at the proper level. Check the level in this reserve tank during the daily inspection.

Open the hood, and confirm that the coolant in the reserve tank is between FULL and LOW.

If the coolant level is low, add coolant to the reserve tank up the FULL level.

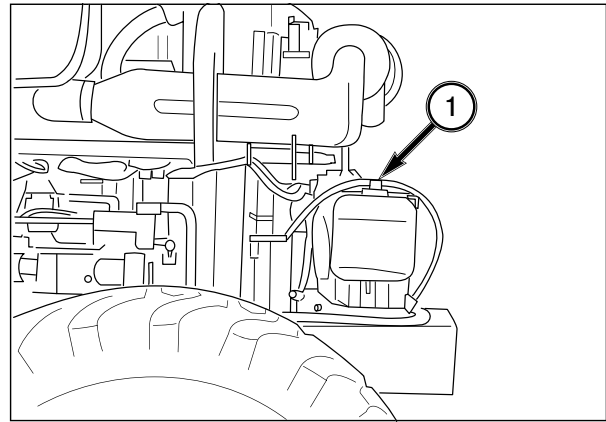
**FIG. 6-13**

FIG. 6-14: When the coolant level is below the LOW level, remove the radiator cap, 2, after allowing the engine to cool sufficiently, and confirm that there is an adequate amount of coolant in the radiator.



CAUTION: Do not open the radiator cap except when checking or replacing the coolant. Make sure to allow the engine to cool sufficiently before opening the cap. If the cap is opened while the engine is hot, coolant may be discharged, resulting in a burn or other injury.

IMPORTANT: Do not fill the reserve tank higher than the FULL level. This will prevent the radiator from functioning optimally, and may result in leakage of coolant.

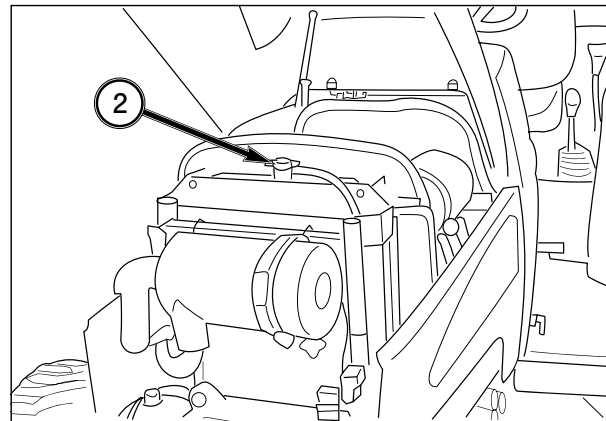
**FIG. 6-14****Flushing Radiator / Replacing Coolant**

FIG. 6-15: Open the drain cock, 3, at the right side of the engine to drain coolant. Open the radiator cap, 2, at the same time to help allow the coolant to drain. Remove the reserve tank, 1, to drain coolant from it.

Thoroughly flush out the inside of the radiator with tap water.

Close the drain cock, 3, and pour coolant into the reserve tank up to the FULL level to fill the radiator.

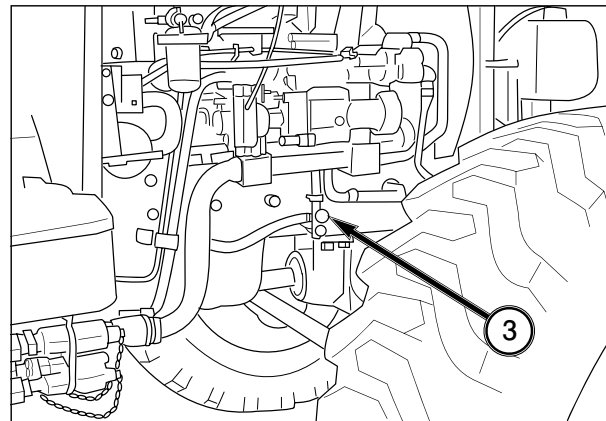
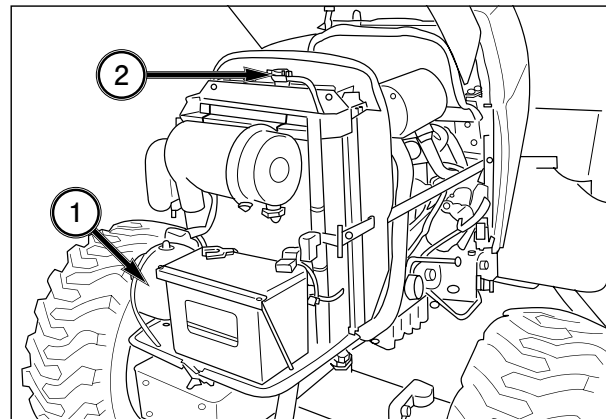
**FIG. 6-15**

FIG. 6-16: Securely close the radiator cap, 2, and reserve tank cap, and start the engine, allowing it to run for about five minutes in the mid speed range (Approx. 1500 rpm). Then stop the engine.

When the engine cools, the coolant in the reserve tank will be sucked into the radiator. Add coolant to the reserve tank up to the FULL level.

**FIG. 6-16**

Use of Anti-Freeze

Freezing of the coolant may result in damage to the engine. Mix in anti-freeze (Long Life Coolant) when the outside temperature will drop below 0°C (32°F) during the winter.

The mixture ratio of anti-freeze differs depending upon the anti-freeze manufacturer and temperature. Follow the instruction for the anti-freeze.

Cleaning of Radiator

WARNING: Make sure to stop the engine when cleaning the radiator. Placing your hands in this area while the engine is operating may result in serious injury.

FIG. 6-17: Cleaning Insect Net ,1

When the tractor is operated in fields or at night, the insect net may become clogged with grass, straw, insects and other matter.

Open the hood, pull out the insect net and clean it.

Cleaning Radiator Core ,2

Wash away any dirt or other foreign matter in between the fins with tap water.

IMPORTANT: When the radiator becomes clogged, it will overheat, resulting in increased oil consumption.

Be careful not to apply high pressure water directly to the radiator as this may result in deformation of the fins.

Do not directly spray water on the electrical wiring or electrical parts around the engine.

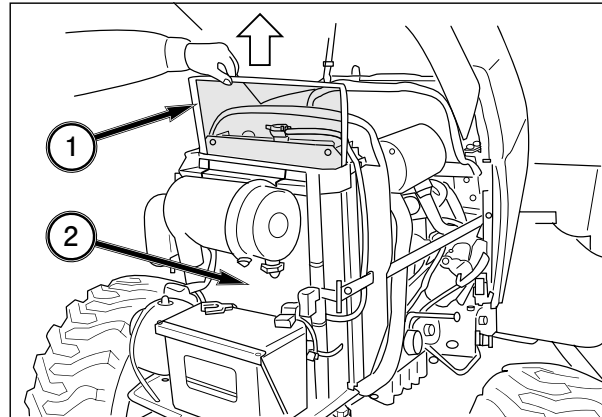
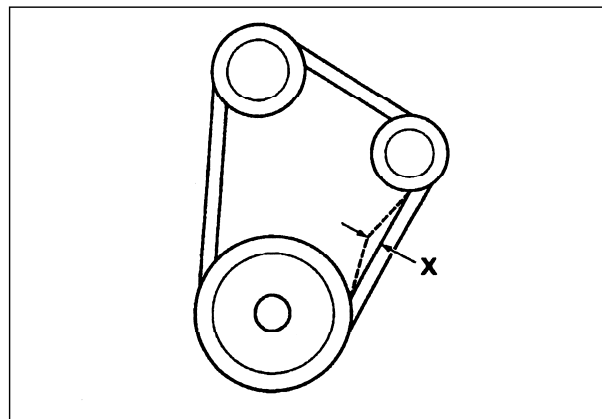
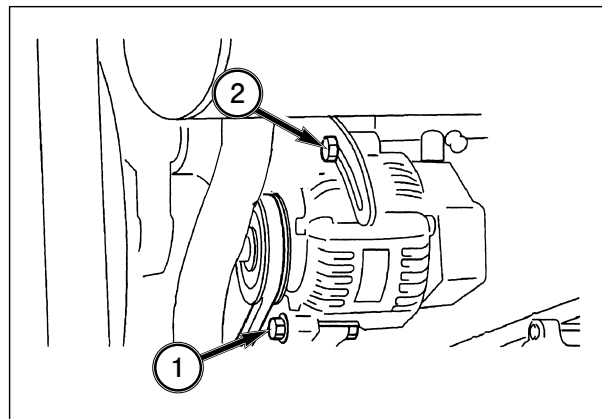
FIG. 6-18: Correct fan belt tension helps to insure adequate coolant flow through cylinder block and radiator. Belt is correctly tensioned when belt deflection is approximately 14 mm when thumb pressure (10kgf) is exerted at center of belt span.



CAUTION: Due to muffler position, allow it to cool before checking or adjusting fan belt tension.

FIG. 6-19: To adjust belt tension, loosen alternator pivot bolt, 1, and tensioning bracket bolt, 2. Pull outward on top of alternator to correctly tension belt and tighten bolt, 2, first and then tighten pivot bolt, 1.

IMPORTANT: Do not pry against alternator housing or pulley. Carefully pry against alternator mounting flange to prevent damage.

**FIG. 6-17****FIG. 6-18****FIG. 6-19**

Cleaning Air Cleaner / Evacuator Valve

FIG. 6-20: Open the hood, and remove the left side cover and front grill.

Press the evacuator valve, 2, to discharge any dirt inside.

If there is moisture, wipe the inside of the air cleaner, 1, with a rag.

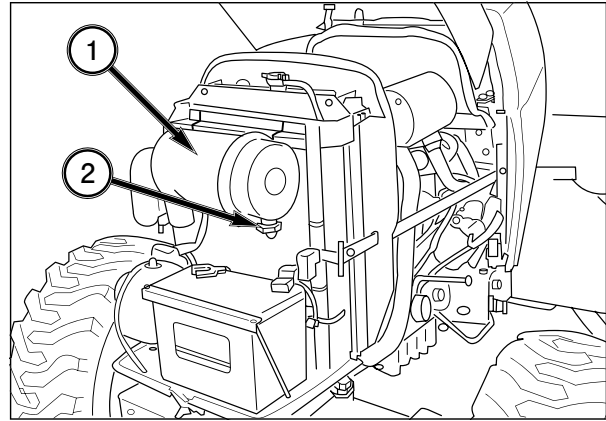


FIG. 6-20

FIG. 6-21: Cleaning / Replacing Air Cleaner Filter Element

Remove the clip, 3, and take the filter element, 4, out of the air cleaner.

FIG. 6-22: Use the following procedure to clean the filter element:

- Using compressed air not to exceed 30 psi (200 kPa) from inside element, remove loose dirt, grass, chaff, etc. Be careful not to damage element pleats with air flow.
- If the element is coated with oil or soot:

1. Prepare solution of warm water and non-foaming detergent.
 2. Soak element for thirty minutes.
 3. Agitate element in solution until oil and soot are loosened.
 4. Rinse element until rinse water is clear.
 5. Allow element to completely dry. Do not dry by using compressed air or heat.
- After cleaning (or washing) element examine for pin holes, punctures, or tears. If element paper, canister or seal show any signs of physical damage, element must be replaced.

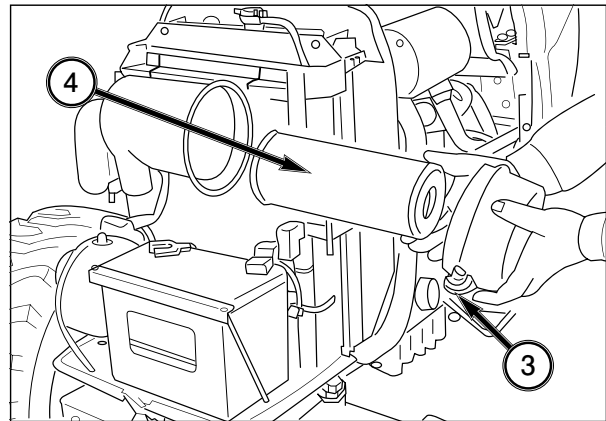


FIG. 6-21

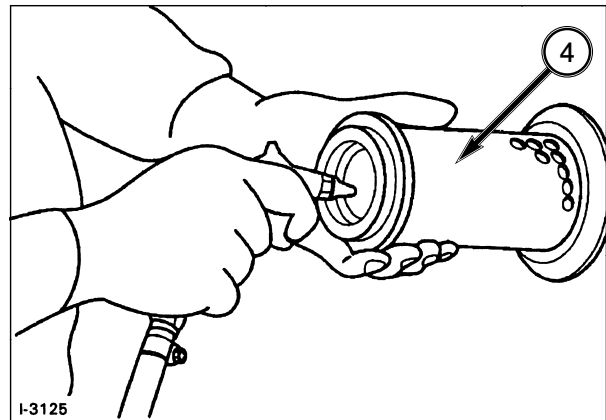


FIG. 6-22

NOTE: Replace filter element which has already been washed five times.

FUEL SYSTEM

Use only clean diesel fuel of correct grade. Introduction of water or dirt into fuel tank or other portion of fuel system can cause repeated plugging of fuel filter and possible injection pump and injector damage.

IMPORTANT: *Do not tamper with injection pump or injector adjustments as doing so may render engine and/or Tractor warranty void and may cause severe engine damage. Contact your Dealer.*

Fuel Filter

FIG. 6-23: Fuel filter assembly, 1, is located at right-hand side of engine and is used to strain impurities from fuel before fuel reaches injection pump. Fuel filter incorporates fuel cock, 2, to aid in filter servicing and airbleeding of fuel system.

Check filter bowl for accumulation of sediment or water and clean as required.

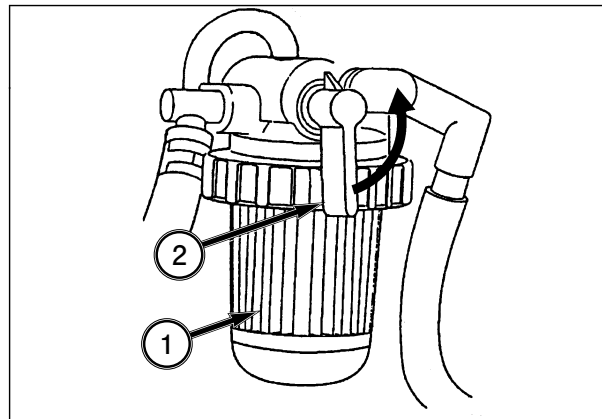


FIG. 6-23

FIG. 6-24: To replace fuel filter element or clean sediment, turn fuel cock to OFF position (handle to front).

Carefully loosen ring nut, 1, Remove nut, sediment bowl, 2, and "O"ring, 4. Sediment bowl can be cleaned at this time. Pull downward on filter element, 3, and discard. Examine small "O"ring, 5, in filter head and replace as necessary. Install new element, pushing upward until seated.

Install sediment bowl "O"ring, and nut. Tighten nut and wipe up spilled fuel.

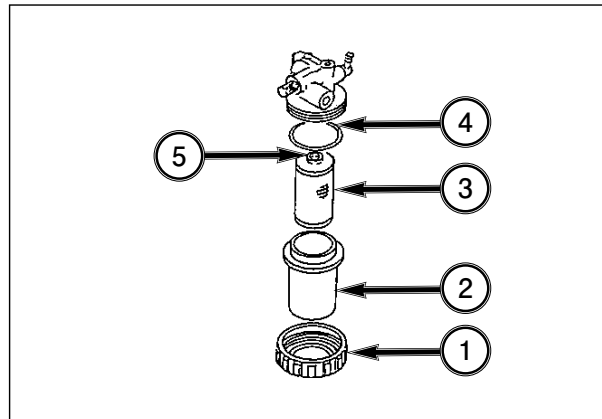


FIG. 6-24

Air-Bleeding Fuel System

To bleed air from the fuel system:

- Fill the fuel tank.
- Turn the fuel cock to "ON".
- Turn the main switch "ON"

FIG. 6-25: If the engine still fails to start, pressure injection line can be loosened where they attach to the injectors. Turn the engine over several times, until fuel spouts out, then tighten the lines and stop the engine.

NOTE: Normally, further air-bleeding is not required due to electric fuel pump operating when main switch in instrument panel is ON.

If engine will not start after several attempts, check fuel pump fuses (see "Electrical System").

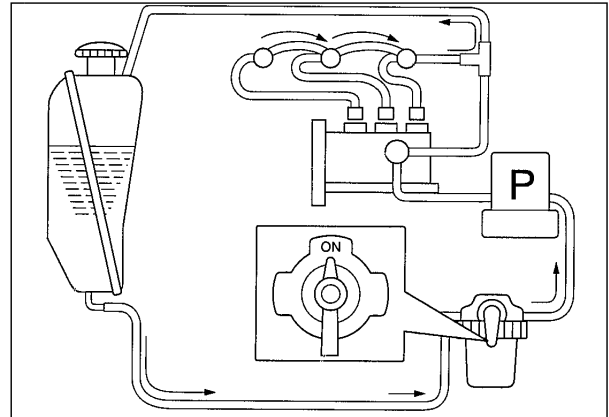


FIG. 6-25

Fuel Tank Filler Cap

When fuel tank filler cap is removed, a hissing or popping noise may be noticed. This is due to cap design and is a normal condition. Do not alter cap or use unapproved replacement as fuel leakage may occur in event of Tractor upset.

Throttle Lever

FIG. 6-26: Hand throttle lever should remain in position selected by operator. Through normal use, friction against lever may decrease, causing lever to move out of selected position. Turn adjusting nut, 1, as required to retain throttle lever in position selected.

NOTE: Throttle lever friction adjustment is accessed by removing rear steering column cover.

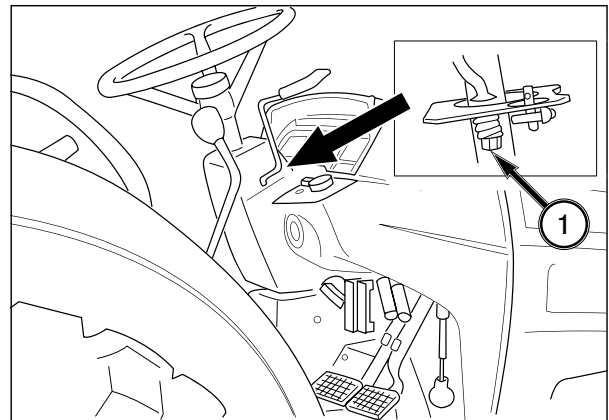


FIG. 6-26

ELECTRICAL SYSTEM

Battery

FIG. 6-27: Battery, 1, is located under engine hood in front of radiator. If battery requires only minor servicing or charging, it is recommended that hood side panels be removed to access battery.

When battery removal, electrolyte inspection or cable cleaning is necessary, front grille must be removed from Tractor.

Keep top of battery clean and ensure cable connections are clean and tight. Debris on battery can cause discharge of battery and possible source of fire.



CAUTION: Batteries produce explosive hydrogen gas when charged. Keep all sparks and open flame away from battery.

When necessary to disconnect battery cables, always disconnect the grounded (-) cable first to prevent short circuits.

Batteries contain sulfuric acid electrolyte (fluid). Wear eye and face protection. If electrolyte comes in contact with skin or clothes, wash immediately. Contact physician if electrolyte is ingested or gets in eyes.

FIG. 6-28: Tractors are shipped with battery installed. If battery replacement should become necessary, disconnect negative (-) cable, 1, first and then remove positive (+) cable, 2. Loosen and remove battery securing clamp and carefully remove battery from Tractor.

When installing battery, cable, 2, connected to starter solenoid should be connected to positive (+) battery terminal first then cable, 1, grounded to Tractor frame can be connected to negative (-) battery terminal.

NOTE: Make sure replacement battery is of identical size and equal capacity.

IMPORTANT: Do not reverse battery cable connections as severe electrical system damage will result.

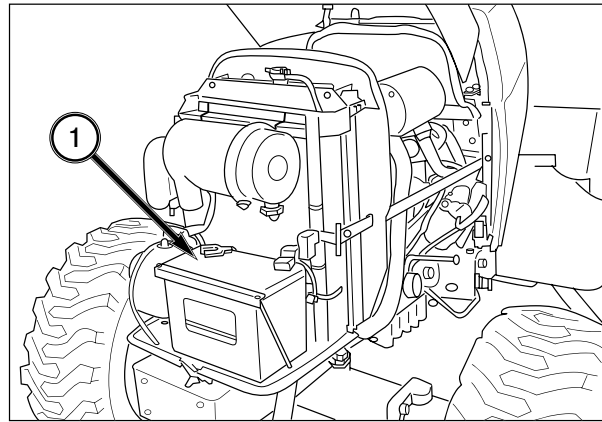


FIG. 6-27

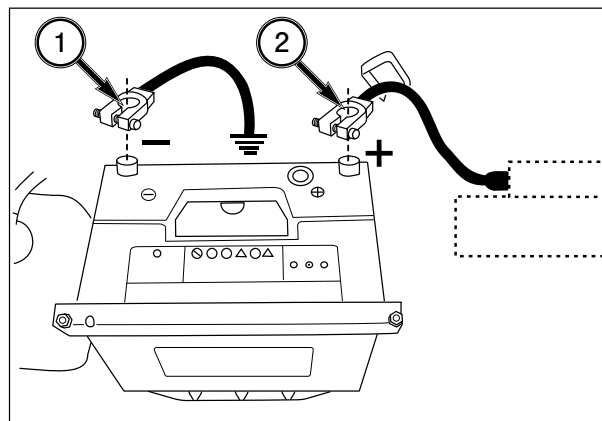


FIG. 6-28

FIG. 6-29: Water need not be added to battery, the battery is of maintenance-free type.

Should battery performance be questioned, the battery should be removed and recharged from an external source following battery charger instructions. Repeated battery charging may be due to a defect in Tractor charging system and/or a defective battery.

NOTE: When charging battery from an external source, battery temperature must not exceed 125F (54°C) if overheating occurs, charge rate must be reduced or halted.

To handle the battery

- (1) Water need not be added to battery, the battery is maintenance-free type.
- (2) Never close or cover vent of battery.
- (3) Battery indicator with colors shows battery condition.
When checking battery, set machine in horizontal place and look indicator from top of battery.
- (4) If indicator shows clear or light green color, tap battery body to remove bubble inside indicator.
Then check battery indicator.



WARNING: Never disassemble battery.
Batteries contains sulfuric acid electrolyte (fluid).

Keep away from sparks or flames, which could cause explosion.

When charging battery from an external source;

Set charging voltage below 16V.

Set charging ampere below 1/10 (one tenth) of battery capacity.

When connecting and disconnecting battery cables, turn off power of battery charger.

If you have any question about battery, consult your dealer.

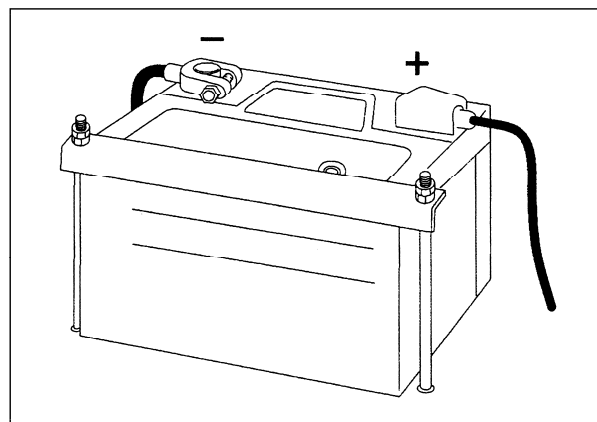


FIG. 6-29

Indicator Color	Condition	Countermeasure
Green	Charged	Usable
Black	Discharged	Need to charge
Clear	Low Electrolyte	Need to replace

Starting Switches

This Tractor is equipped with a neutral-start system consisting of neutral switches and a relay. To start Tractor, ALL the following is required:

Range shift lever must be in neutral position
PTO control switch must be in OFF position

NOTE: *A seat safety switch is incorporated into system. The engine stops when operator leaves seat when either PTO is engaged and / or range shift lever is not in neutral.*

WARNING: DO NOT bypass or modify the neutral switch. If the neutral start system does not operate properly, consult your Dealer immediately.

Safety Switches

This Tractor is equipped with a safety-start system consisting of safety switches and safety relay. To start Tractor, ALL the following is required:

- Gearshift lever must be in neutral position
- PTO control switch must be OFF

Wiring / Fuse Arrangement



CAUTION: Keep all wiring connections clean and tight. Make sure wiring is correctly secured to prevent damage.



CAUTION: DO NOT alter wiring by adding “home-made” extensions or replacements. Doing so can eliminate fuse protection and/or eliminate safety features of the system.



CAUTION: Tractor is equipped with negative (-) ground system. Tractor metal parts provide many electrical connections. For this reason, all positive (+) circuits must be insulated to prevent “grounding” or short circuits and prevent possible fire.



CAUTION: DO NOT replace any fuse with a fuse of higher amperage rating. DO NOT use wire (or foil) to by-pass fuse protection. Fire can result.

If fuses blow repeatedly, examine electrical system for “grounded” or “shorted” circuits.

FIG. 6-30: General layout and location of electrical system components and fuses:

- 1 Main fuse box - Located on right side of the steering post.

Ref	Amp	Function
1	3A	PTO
2	5A	Fuel Pump
3	10A	Alternator and Monitor
4	15A	Work Light*
5	15A	Spare Power Supply
6	5A	Engine Stop Relay
7	15A	Head Light
8	15A	Turn/Warning Lights

*Work light (rear) is an accessory.

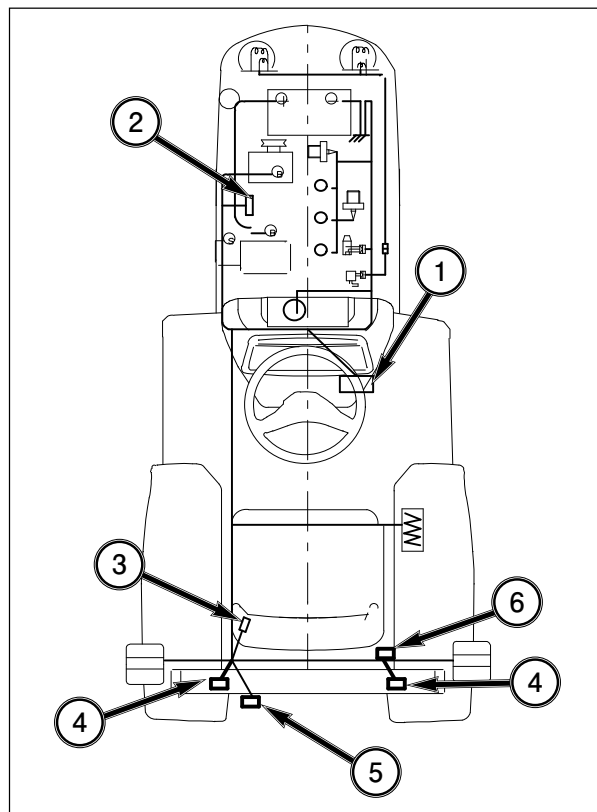
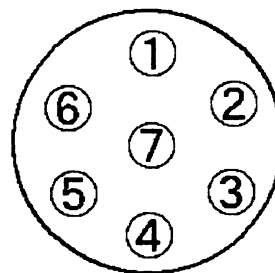
- 2 Slow blow fuses - In-line fuses protect relevant circuit by melting when sustained heavy electrical load or short circuit is encountered, and feature a delayed action to prevent the current disruption when brief surges are encountered. The slow-blow fuses are located on the right-hand side of the engine.

Amp	Function
40	Alternator circuit (green)
40	Engine stop solenoid (green)
40	Main circuit (green)

NOTE: Failure of the main circuit fuse is usually caused from incorrect polarity (such as reversed cables when using a booster battery). Failed fuse will not allow battery to be charged during normal operation.

IMPORTANT: Fuses are of specific amperage capacity for the circuit in which they are located. Do not replace fuses with unauthorized parts.

- 3 External power 12v/50W
- 4 Rear work lamp connector 12v/50w x 2 - This connection is for optional rear work lamps.
- 5 7 Pins socket - Provides electrical connection for trailer socket.
- 6 Seat switch connector

**FIG. 6-30**

Ref.	DIN	Function
①	L	Left Turn
②	52	-
③	31	Ground
④	R	Right Turn
⑤	58R	Tail Light
⑥	54	Stop Light
⑦	58L	Tail Light

CLUTCH FREE-PLAY ADJUSTMENT

FIG. 6-31: Check clutch pedal free-play regularly and adjust as necessary. Correct clutch pedal free-play, A, is 7/8" to 1-1/2" (20 to 40 mm) when measured at the end of the pedal as shown.

NOTE: Through use, clutch free-play will be reduced.

IMPORTANT: Correct free-play must be maintained to; reduce wear on clutch and release bearing, and allow complete disengagement when pedal is depressed.

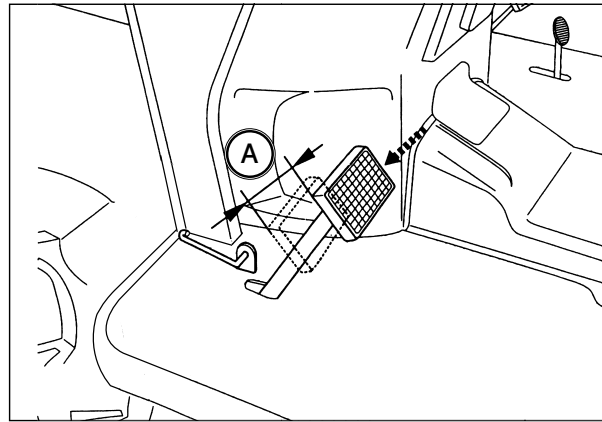


FIG. 6-31

FIG. 6-32: To adjust clutch pedal free-play, loosen lock nut, 1, (right-hand thread), and lock nut, 2, (left-hand thread). Adjust turnbuckle, 3, on linkage until free-play is correct. Lengthening linkage will increase free-play, shortening linkage will reduce free-play.

Secure by retightening lock nuts.

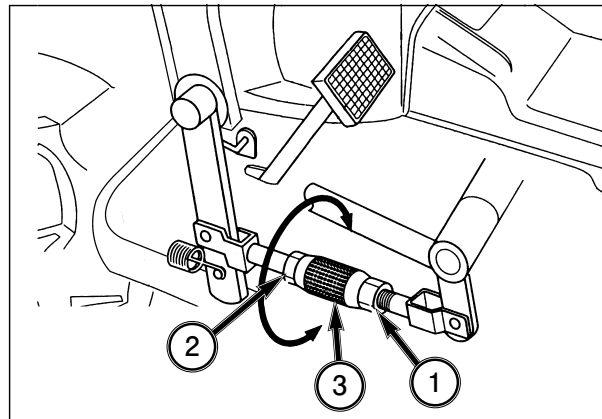


FIG. 6-32

BRAKE ADJUSTMENT

FIGS. 6-33 & 6-34: Unlatch pedals and check free-play of each brake pedal. Correct free-play, A, of each individual brake pedal is 7/8" to 1-1/8" (30 to 40 mm).

NOTE: Through use, free-play will increase and brake balance will be affected. Adjust and balance brakes before free-play is excessive.

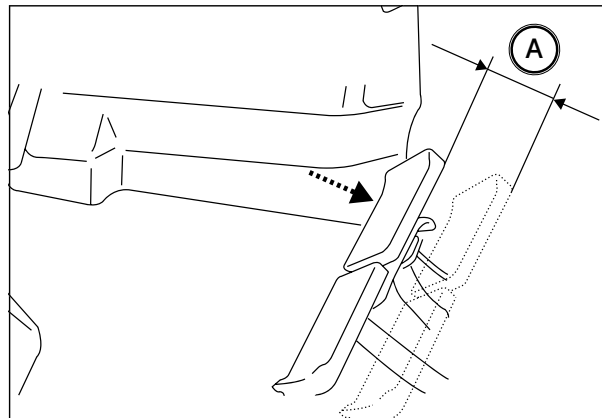


FIG. 6-33 Mechanical Transmission

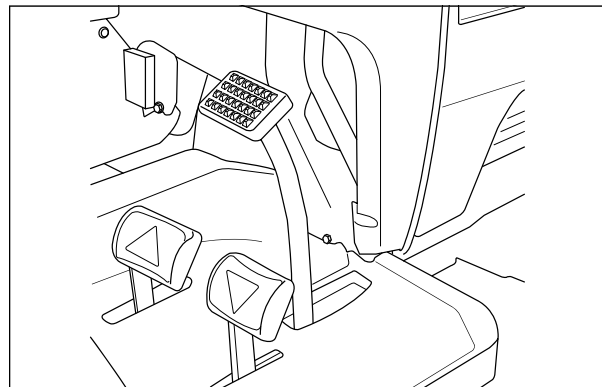


FIG. 6-34 Hydrostatic Transmission

FIG. 6-35: Loosen lock nut, 1, (right-hand thread), and lock nut, 2, (left-hand thread). Adjust turnbuckle, 3, so free-play is correct for respective brake pedal. Repeat procedure for other brake so free-play in pedals is equal. Secure lock nuts against turnbuckles. When adjustment is complete, latch pedals together and operate Tractor at low speed. Depress pedals. If Tractor has tendency to "pull" to one side, slight readjustment of one brake is required. Make sure lock nuts are secured when brake adjustment is complete. Check operation of parking brakes after adjustment is made.



CAUTION: Brakes must be adjusted evenly to permit equal braking action at both rear wheels when brake pedals are latched together.

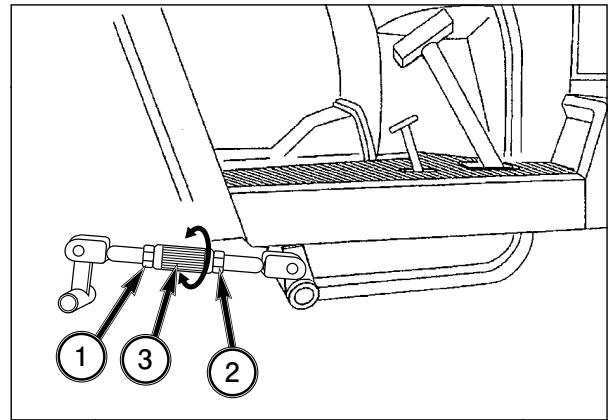


FIG. 6-35

Adjustment of parking brake lever

FIGS. 6-36 & 6-37:

1. After the adjustment of brake, adjust the parking brake by turn buckle (A), in order to apply the brake with 2 knock from full down position.
2. If one side brake is applied, adjust the turn buckle (B) in order to apply the L & R both brake same time.

NOTE: Turn buckle (B) are positioned both side of transmission.

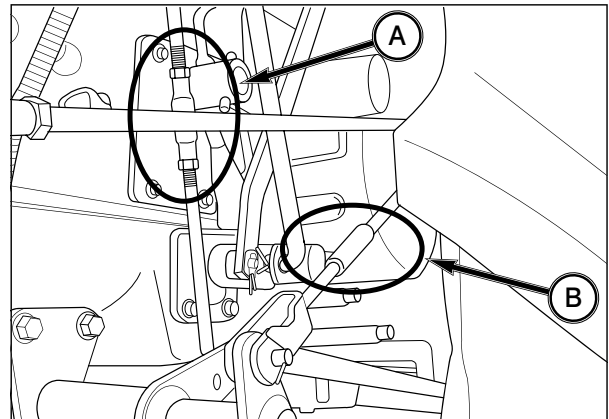


FIG. 6-36

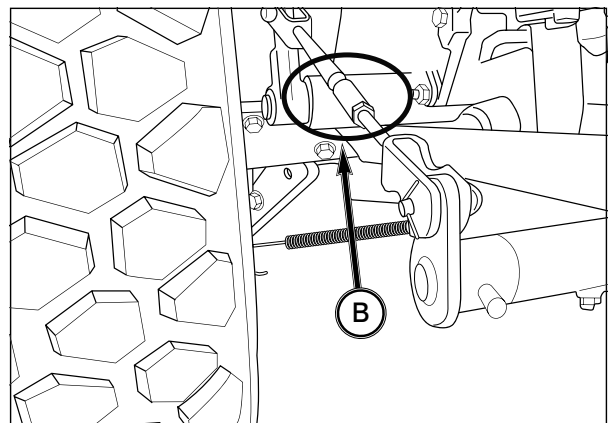


FIG. 6-37

Neutral start system



WARNING: DO NOT bypass or modify the neutral switch system. If the switch system does not operate properly, consult your dealer immediately.

This tractor is equipped with a neutral start system consisting of neutral switches and a relay.

To start the tractor, ALL the following is required:

- Operator must be seated in the operator's seat.
- Range shift lever must be in the neutral position (non synchroshuttle only).
- Shuttle lever must be in the neutral position (synchroshuttle only). [The engine might be started when you put the shuttle lever in neutral position.]
- PTO control switch (if equipped) and PTO lever must be in the OFF position.

Never fail to install the seat with neutral switch.

NOTE: A seat switch is incorporated into the system. The engine stops when the operator leaves the seat when either the PTO is engaged and / or shift lever is not in neutral.

NOTE: All transmission levers must be in neutral.

Wiring / Fuse Arrangement



CAUTION: Keep all wiring connections clean and tight. Make sure wiring is correctly secured to prevent damage.

Do not alter wiring by adding home-made extensions or replacements. Doing so can eliminate fuse protection and/or eliminate safety features of the system.

Tractor is equipped with negative (-) ground system. Tractor metal parts provide many electrical connections. For this reason, all positive (+) circuits must be insulated to prevent grounding or short circuits and prevent possible fire.

Do not replace any fuse with a fuse of higher amperage rating. DO NOT use wire (or foil) to by-pass fuse protection. Fire can result.

If fuses blow repeatedly, examine electrical system for grounded or shorted circuits.

WHEELS & TIRES

Examine wheels and tires periodically for correct inflation pressures, tight wheel bolts, and any physical damage that may be a detriment to Tractor operation and operator safety. Correct condition prior to Tractor operation.

Tractor	type tyres	location	tyre size	pressure PSI(kpa)
TH4295 TH4335 TH4365	AG	front	6-14-4PR	26(176)
		rear	12.4-16-4PR	14(98)
	AG	front	6-14-4PR	26(176)
		rear	9.5-22-4PR	19.9(137)
	AG	front	7-14-4PR	26(176)
		rear	9.5-24-6PR	14(98)
	AG	front	7-16-4PR	26(176) *
		rear	11.2-24-4PR	17(117) *
	Turf	front	24X8.50-12-4PR	23(157)
		rear	315/80D-16-4PR	14(98)
	Turf	front	26X12.00-12-4PR	17(117)
		rear	13.6-16-4PR	14(98)

*: Possible to equip to "A" type tractor.

Tire Inflation Pressures

FIG. 6-38: Maintaining correct tire pressure will help insure tire long life. If tires have deep scratches, cuts or punctures, the respective tire should be repaired or replaced by qualified personnel as soon as possible.

IMPORTANT: If necessary to replace any tire(s), ensure original tire size is used. This is particularly true on 4WD models to ensure correct amount of front axle overspeed (or "lead") is maintained.

NOTE: It will be required to limit the angle of swing with stopper when the "A" type tractor equipped the "7-14" size tyres. (Except centre ROPS specifications.)

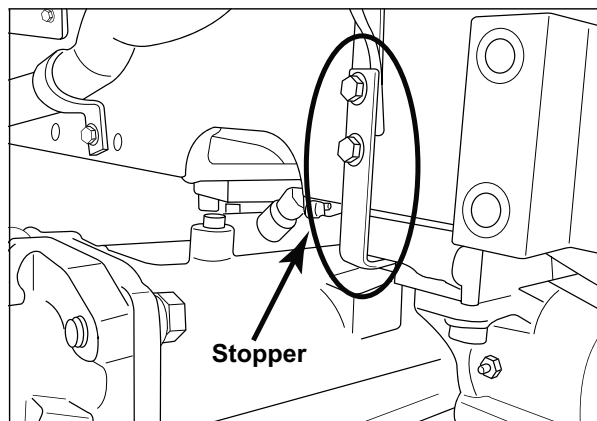
**FIG. 6-38****Wheel Bolt tightening torque**

FIG. 6-39: Periodically check all wheel bolt torques.

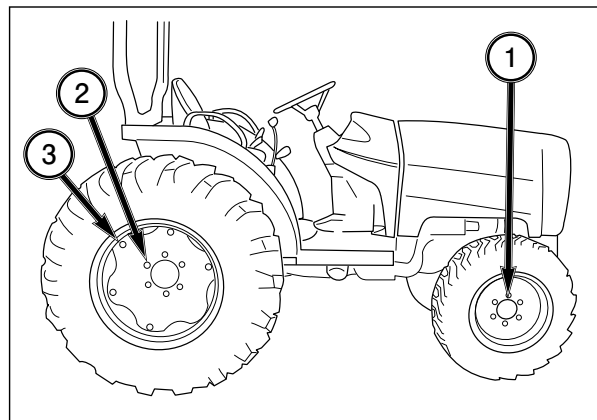
Correct bolt torques:

Front Wheel Bolts, 1 7 ft.-lbs. (102 N•m)

Rear Wheel Bolts, 2 120 ft.-lbs. (163 N•m)



CAUTION: Correct wheel bolt torque must be maintained. Installation of front or mid-mounted implements (ex; loaders, mowers) impose increased loads and require frequent checking of wheel bolts.

**FIG. 6-39**

TH4295,4335,4365

Front Wheel Alignment

FIG. 6-40: Correct “toe-in” dimensions of front wheels (A minus B) are as follows:

4WD..... 0.08 to 0.24” (2-6 mm)

To adjust, loosen lock nuts, 1, and adjust tie rod length by turning turnbuckle, 2. Adjust each side evenly. Ball joints must move freely after lock nuts are tightened.

NOTE: Measure toe-in from tire center to tire center at a point halfway up on face of each tire.

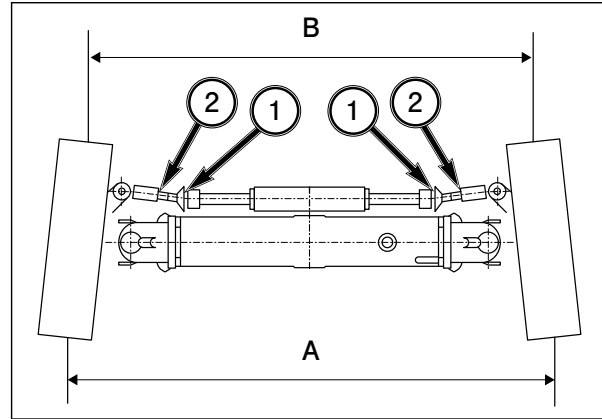


FIG. 6-40

Front Wheel Spacing

FIG. 6-41: Front 4WD Wheels - Ag tires, turf tires cannot be reversed.

Tractor	type tyres	tyre location	size	SETTING mm
TH4295	AG	front	6-14-4PR	880
	AG	front	7-14-4PR	880
TH4335	Turf	front	24×8.50-12-4PR	985
	Turf	front	26×12.00-12-4PR	1035
TH4295	AG	front	6-14-4PR	965
	AG	front	7-14-4PR	965
TH4335	AG	front	7-16-4PR	1075 *
	Turf	front	24×8.50-12-4PR	1070
TH4365	Turf	front	26×12.00-12-4PR	1115

*: Possible to equip to “A” type tractor.

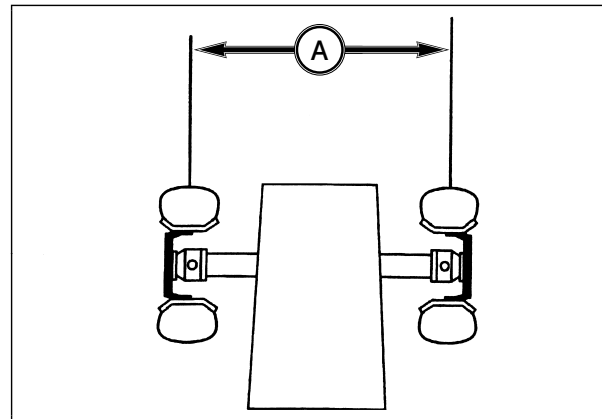


FIG. 6-41

Rear Wheel Spacing

FIG. 6-42: To reverse entire wheel and tire assembly - Raise both rear tires of Tractor. Remove bolts securing both rear wheel assemblies to rear axle hubs and switch wheel assemblies to opposite sides of Tractor



CAUTION: Rear wheels are heavy. Use care when moving. Make sure Tractor is blocked securely.

Tighten all wheel bolts securely and recheck after short period of operation.

NOTE: Agricultural lug-type tires must always be installed so when viewed from the rear, the "V" pattern of the tread points upward.

Rear tyre tread setting.

Tractor	type tyres		tyre location size	SETTING mm	
TH4295 TH4335 TH4365	AG	rear	12.4-16-4PR	1115	①
	AG	rear	9.5-22-4PR	900	①
	AG	rear	9.5-24-6PR	900	①
	AG	rear	11.2-24-4PR	1030	②
	Turf	rear	315/80D-16-4PR	965	①
	Turf	rear	13.6-16-4PR	1000	②

Steering Free-Play

FIG. 6-43: Steering should be checked for excessive looseness, as indicated by steering wheel free-play. Maximum free-play, 1, is approximately 30 mm to 60 mm (1-1/4 to 2-3/8 in) when measured at outside of steering wheel rim.

Excessive free-play can be caused by:

- Loose or worn ball joints
- Worn or damaged steering column shaft or universal joints
- Worn or damaged power steering unit
- Air in the steering system

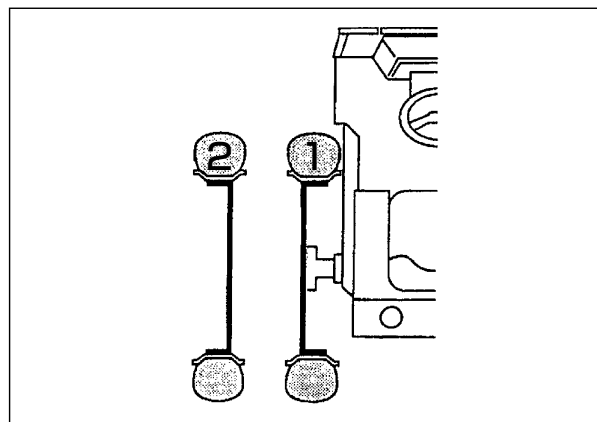
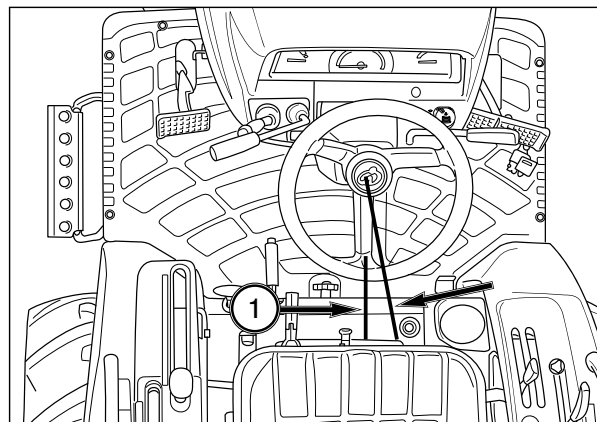
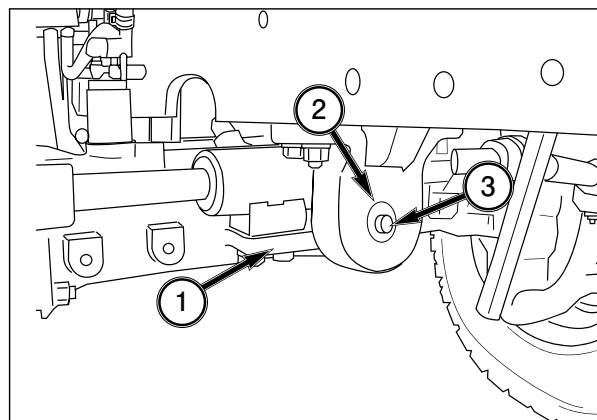


CAUTION: Excessive steering free-play must be corrected before use. Contact your Dealer.

Front Axle End-Float

FIG. 6-44: Fore and aft play of front drive axle, 1, in the supports should be 0.1 to 0.3 mm (0.004 to 0.012 in). End-float is measured with axle raised off ground. Loosen lock nut, 2, and turn adjusting bolt, 3, as needed to achieve correct measurement. Tighten lock nut.

NOTE: Excessive end-float will cause noise. This noise will be more pronounced when using 4WD.

**FIG. 6-42****FIG. 6-43****FIG. 6-44**

CLUTCH HOUSING PLUG

FIG. 6-45: The plug, 1, should be removed from bottom of clutch housing once a year. Any oil leakage from engine rear crankshaft seal and / or transmission input will be indicated by oil draining through hole. Contact your Dealer if oil leakage is evident.

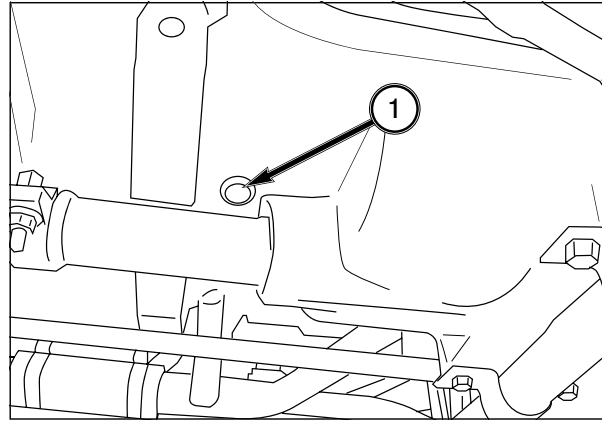
**FIG. 6-45****TORQUE CHART**

FIG. 6-46: All fasteners should be tightened in accordance with torque chart unless a specific torque value is indicated in relevant maintenance information.

	4T		7T	
	ft.-lbs.	N.m	ft.-lbs	N.m
M6	4.3-5.7	5.8-7.7	7.2-9.3	9.8-12.6
M8	9.3-13.0	12.6-17.6	18.0-25.2	24.4-34.2
M10	14.4-21.6	19.5-29.3	39.7-50.5	53.8-68.5
M12	36.1-43.3	48.9-58.7	65.0-79.4	88.1-107.7
M14	50.5-57.8	68.5-78.4	93.9-108.4	127.3-147.0
M16	72.2-86.7	97.9-117.5	115.6-130.0	156.7-176.3
M18	86.7-101.1	117.5-137.0	144.5-173.4	195.9-235.0
M20	108.4-122.8	146.0-166.5	173.4-187.8	235.0-254.6

FIG. 6-46**STORAGE**

FIG. 6-47: If tractor is to be stored for extended periods, such as off-season non-use, certain measures should be taken for its preservation during such periods. These measures will vary according to geographical area and storage season.

Replace engine oil and filter. Operate at low idle five minutes to lubricate parts.

Lubricate all grease fittings and lightly oil control linkage pivots.

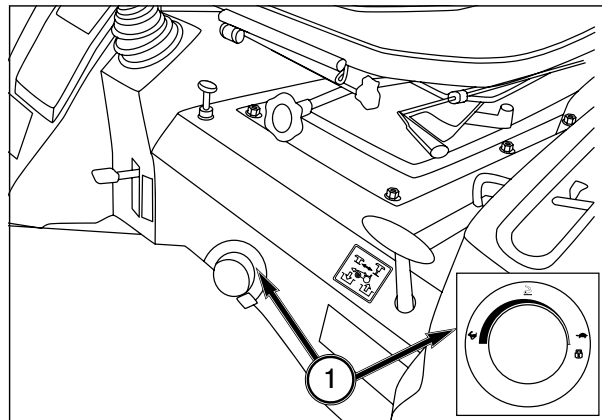
Detach implements.

Store tractor in enclosed area, if possible, for protection from weather.

If tractor cannot be placed in an enclosed area, use some sort of cover and cover exhaust pipe to prevent entrance of rain or snow.

Block up tractor to remove weight from tires and to protect tires from oily or damp floor.

Raise and lock three-point lift linkage in up position by turning lowering rate control knob 1 fully clockwise.

**FIG. 6-47**

FIGS. 6-48 & 6-49: Fill fuel tank to prevent condensation from forming on inside of tank. Turn filter cock, 1, to OFF position (handle to front).

Remove battery and store in cool dry place. Maintain charge during storage period.

If tractor is stored during cold weather season insure that anti-freeze is adequate. Alternatively, radiator and engine block may be drained.

Check with your diesel fuel supplier on the availability of a diesel fuel additive to place in the fuel system during storage period.

Depress clutch pedal, 2, and secure in the disengaged position with hook, 3, to prevent seizure during long periods of tractor storage.

Touch up scratches with paint.

At the end of storage period:

- Perform appropriate lubrication and maintenance before placing tractor back in service.
- Conduct full pre-start inspection. Make sure all controls operate correctly.
- Allow engine to idle approximately 30 minutes. Check for leaks and repair as required.

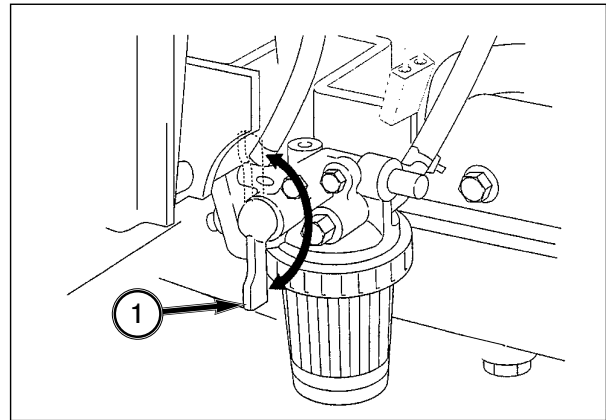


FIG. 6-48

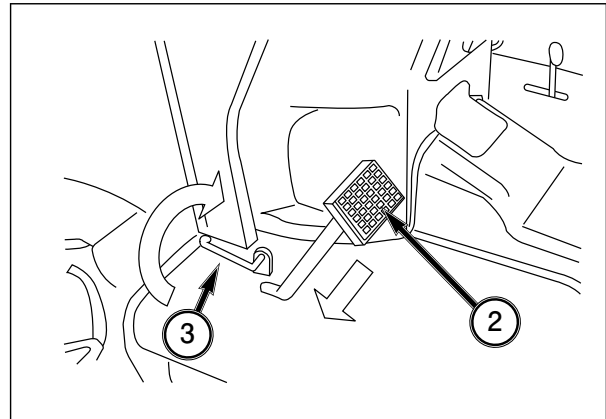


FIG. 6-49

WASHING THE MACHINE



CAUTION: If you use high pressure washer, be sure to use in accordance with operation manual and safety label of washer. In case of irregular using. It may cause that personal injury and damaging of machine.



CAUTION: Set the nozzle of hose 'spread' and keep the distance more than 1m in order to avoid damaging of machine. Especially, be care for not to hit the water to electrical parts and label.

Unsuitable washing may cause that

1. Fire by short circuit and damaging of electrical parts.
2. Flowing of oil by damaging of hydraulic hose.
3. Damaging and accident of machine.
 - (1) Coming off of label.
 - (2) Accident of electrical parts, engine, radiator, and interior.
 - (3) Damaging of lubber parts (tyre, seal) and resin parts.
 - (4) Coming off of paint.

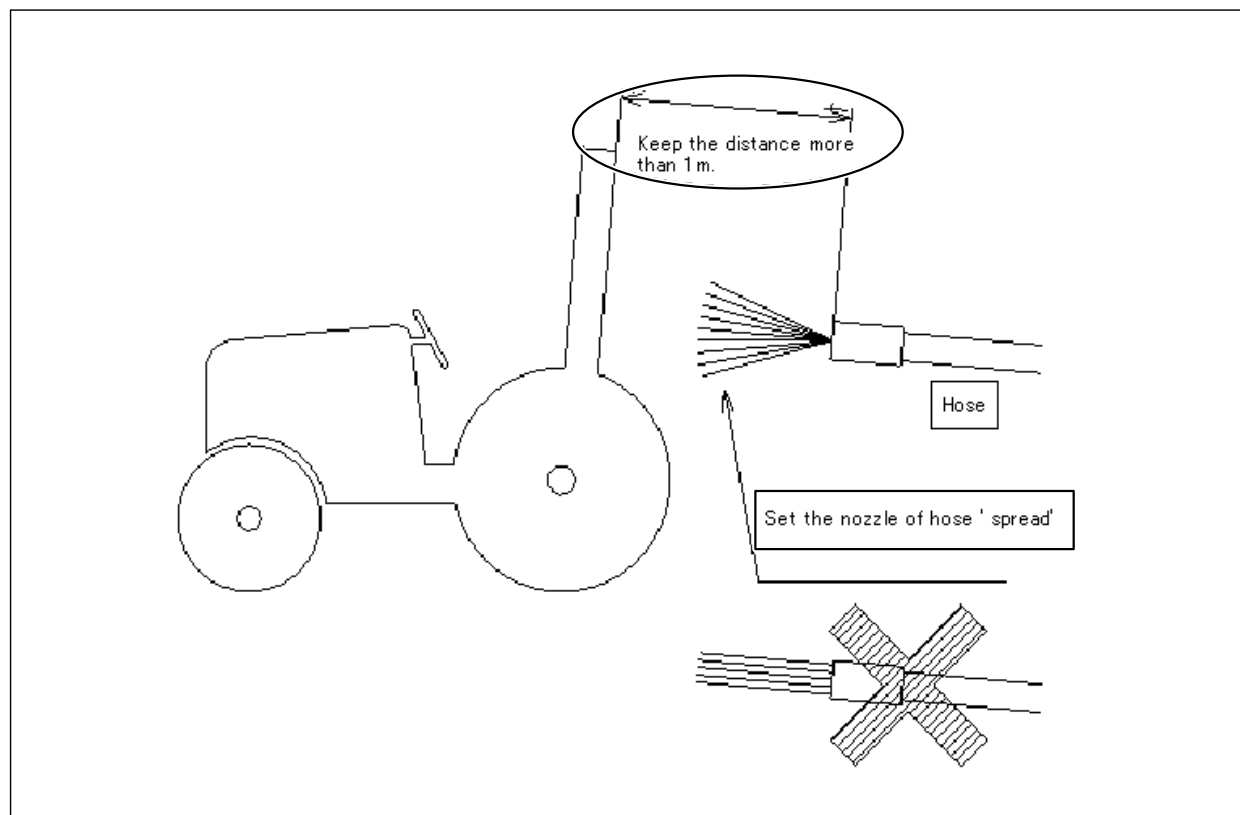


FIG. 6-50

TROUBLESHOOTING

ENGINE

Problem	Possible Cause	Remedy
Starter motor does not operate with key turned to START	Gear shift lever not in neutral PTO clutch engaged Broken safety switch Discharged battery Loose or dirty terminals Broken main switch Broken starter	Place gear shift lever in neutral. Switch off PTO. Consult your Dealer. Charge battery. Clean and retighten securely. Consult your Dealer. Consult your Dealer.
Starter motor operates but not at full speed	Discharged battery Loose or dirty terminals Improper oil viscosity Defective engine	Charge battery. Clean and retighten securely. Clean and tighten starter terminal. Replace with oil of proper viscosity. Consult your Dealer.
Starter motor operates but engine does not start	Electric fuel system Air in fuel system Clogged fuel filter Fuel is not being supplied Incorrect preheating procedure Defective engine	Consult your Dealer. Air-bleed fuel system. Clean filter. Check fuel level, open fuel cock. Longer use of glow plugs. Consult your Dealer
Irregular engine running	Air in fuel system Clogged fuel filter Clogged fuel injectors Fuel leakage from fuel line Fuel injection pump timing Defective engine	Air-bleed fuel system. Clean filter. Consult your Dealer. Retighten clamps, replace defective pipes. Consult your Dealer. Consult your Dealer.
When decelerated, engine stops	Incorrect low idle setting Malfunctioning fuel injection pump Improper valve clearance Defective fuel injectors	Consult your Dealer. Consult your Dealer. Consult your Dealer. Consult your Dealer.
Engine over-speeds	Defective governor Incorrect high speed setting Engine oil is getting into combustion chambers	Consult your Dealer. Consult your Dealer. Consult your Dealer.
Engine stops unexpectedly during operation	Insufficient fuel supply Defective fuel injectors Defective fuel injection pump Engine seizure due to low or poor oil	Top up fuel and-bleed fuel system. Consult your Dealer. Consult your Dealer. Consult your Dealer.
Engine overheats	Insufficient coolant Broken or loose fan belt Clogged grille, radiator screens Clogged radiator fins Defective thermostat Insufficient engine oil	Top up coolant. Adjust belt tension or replace. Clean. Clean. Replace. Inspect oil level and replenish if necessary.
Exhaust fumes are white	Clogged air cleaner High engine oil level Insufficient fuel delivery	Clean or replace element (s). Inspect oil level and correct. Consult your Dealer.
Exhaust fumes are too black	Poor fuel Excessive fuel delivery Insufficient fuel injector pressure	Replace with better grade. Consult you Dealer. Consult you Dealer.

TH4295,4335,4365

Problem	Possible Cause	Remedy
Poor engine output	Seized fuel injectors and/or carbon deposit Insufficient compression or leaking valves Incorrect valve clearances Incorrect fuel injection timing Insufficient fuel supply Clogged air cleaner	Consult your Dealer. Consult your Dealer. Consult your Dealer. Consult your Dealer. Check fuel system. Clean or replace element(s).
Oil pressure monitor is lit during operation	Insufficient engine oil Too low oil viscosity Defective pressure switch Clogged oil filter Defective oil pump	Replenish. Replace with oil of proper viscosity. Replace. Replace element cartridge. Consult your Dealer.
Charging monitor is lit during operation	Defective wiring Defective alternator Defective regulator Low electrolyte level or defective battery Loose or damaged fan belt	Correct loose or dirty terminals, short circuit, poor connection etc. Consult your Dealer. Consult your Dealer. Replenish distilled water or replace battery. Adjust belt tension or replace.

CLUTCH

Problem	Possible Cause	Remedy
Clutch slips	Poor clutch pedal adjustment Worn or burnt clutch lining Engine, transmission oil leak	Adjust free-play. Consult your Dealer. Consult your Dealer.
Clutch won't disengage	Poor pedal adjustment Seized clutch lining	Adjust free-play. Consult your Dealer.

BRAKES

Problem	Possible Cause	Remedy
Brakes do not work well or not balanced with each other when applied	Too much free play of pedals Worn or seized linings Different pedal strokes	Adjust free-play. Consult your Dealer. Correct so both pedals are equal.
Brake pedals do not return smoothly	Broken return springs Poor lubrication	Replace broken springs. Remove rust, then lubricate.

HYDRAULIC SYSTEM

Problem	Possible Cause	Remedy
Insufficient oil pressure	Low engine speed Low transmission oil Intake piping is sucking air Clogged oil filter (s) Defective hydraulic oil pump Defective control valve Broken cylinder	Increase speed. Fill to specified level. Retighten clamps or replace cracked pipes and defective o-rings. Clean or replace. Consult your Dealer. Consult your Dealer. Consult your Dealer.
Leaking piping	Loose joints Cracked pipes	Retighten. Replace pipes, o-rings.
With control lever in RAISE position, relief valve blows	Poorly adjusted rod on position control lever	Correct rod adjustment.

Problem	Possible Cause	Remedy
Three-point hitch dose not lower	Locked lowering speed control knob Defective control valve Broken cylinder Seized lift shaft bearing	Turn counterclockwise to LOWERING position. Consult your Dealer. Consult your Dealer. Consult your Dealer.

STEERING SYSTEM

Problem	Possible Cause	Remedy
Steering wheel is hard to turn or turns in one directions	Poorly installed steering column Air in steering hydraulic system Clogged suction filter Improper toe-in Different front tire air pressure Loose steering or ball joints Defective steering unit, pump	Correct Air-bleed steering system. Remove and clean. Correct. Inflate both tires to same pressure. Retighten or replace defective parts. Consult your Dealer.
Steering wheel has too much free-play	Worn steering column Loose ball joints Defective steering unit	Consult your Dealer. Retighten. Consult your Dealer.

ELECTRICAL SYSTEM

Problem	Possible Cause	Remedy
Battery cannot be charged	Blown fuse Defective wiring Loose or damaged fan belt Defective battery Defective alternator Defective regulator	Check fuse and replace. Correct loose, dirty terminals, short circuit, poor ground, etc. Give belt proper tension or replace. Correct loose terminal connection, corrosion, or electrolyte level. Consult your Dealer. Consult your Dealer.
Head lamps are dim	Discharged battery Poor connections	Charge battery, check charging system Check ground points and terminals. Clean and tighten.
Particular function will not operate	Burnt bulb (as applicable) Blown fuse Poor contact Defective switch	Replace. Check fuse and replace. Inspect ground points and terminals, clean if necessary. Replace as required.

HYDROSTATIC TRANSMISSION

Problem	Possible Cause	Remedy
Tractor does not move	Parking brake applied Too low engine rpm Low transmission oil level Air trapped in system Improper adjusted hydro pedals Clogged hydraulic filter Clogged suction filter Defective hydrostatic unit	Release. Accelerate engine. Fill to upper level. Consult your dealer. Consult your dealer. Replace. Replace. Consult your dealer.
Tractor creeps without hydro pedals being operated	Stuck neutral arm Incorrect neutral adjustment Defective hydrostatic unit	Consult your dealer. Consult your dealer. Consult your dealer.

SPECIFICATIONS

ENGINE	TH4295	TH4335	TH4365
Make.....	Iseki Diesel	Iseki Diesel	Iseki Diesel
Model.....	E3CD	E3CD	E3CG
Type Indirect Injection,.....	Indirect Injection	Indirect Injection	Indirect Injection
	Overhead Valve.....	Overhead Valve	Overhead Valve
Aspiration.....	Natural	Natural.....	Natural
Displacement.....	1498 ml	1498 ml	1647 ml
Number of Cylinders.....	3	3	3
Bore.....	87 mm	87 mm	87 mm
Stroke	84 mm	84 mm	92.4 mm
Engine Horsepower (Gross).....	28 @ 2600 min-1	32.5 @ 2600 min-1	35.7 @ 2600 min-1
PTO Horsepower (Estimate)			
Stanadard and Power shift type	24.2 @ 568 PTO min-1	25.9 @ 568 PTO min-1	—
Hydro type	22.1 @ 568 PTO min-1	25.2 @ 568 PTO min-1	27.8 @ 568 PTO min-1
Firing Order	1-3-2	1-3-2	1-3-2
Compression Ratio	21.7-1	21.7-1	21.8-1
Low Idle Speed.....	980-1020 min-1	980-1020 min-1	980-1020 min-1
High Idle Speed.....	2700-2800 min-1	2810-2910 min-1	2810-2910 min-1
Valve Clearance (Cold);Intake	0.35 mm.....	0.35 mm	0.35 mm
Air Cleaner	Dry element.....	Dry element.....	Dry element
Engine Cooling	Liquid, forced circulation ...	Liquid, forced circulation ...	Liquid, forced circulation
Cold Starting Aid.....	Glow plugs (3).....	Glow plugs (3).....	Glow plugs (3)

TRANSMISSION-STANDARD TYPE

Type: Primary	F3-R1 Sliding mesh
Gear control.....	manual
Range.....	3-speed sliding mesh
Gear Speeds	9 speeds forward, 3 reverse
Clutch	single stage dry with 240 mm disc.
	(A type: Single stage dry with 225 mm disc)

TRANSMISSION-SHUTTLE TYPE

Type: Primary	4-speed synchronized mesh
Gear control.....	manual
Range.....	2-speed sliding mesh
Mechanical Shuttle	Synchronized, 95% Reverse reduction
Gear Speeds	8 speeds forward, 8 reverse
	(OPT) 12 speeds forward, 12 reverse
Clutch	single stage dry with 240 mm disc.
Rear PTO Shaft.....	35 mm diameter, six spline
Output.....	Clockwise rotation
Engine Speed @ 540 PTO rpm.....	2484min-1
@ 1000 PTO rpm.....	2291min-1
Mid-PTO Shaft.....	25.4 mm diameter, fifteen spline
Output.....	Clockwise rotation
Mid-PTO Speed @ engine rpm ...	2000 @ 2500 min-1
	2080 @ 2600 min-1

TRANSMISSION-HST TYPE

Type: Primary	Hydro-static transmission with 3-speed sliding mesh
Gear Speeds	3 speeds forward, 3 reverse
Clutch	Non
Rear PTO Shaft.....	35 mm diameter, six spline
Output.....	Clockwise rotation
Engine Speed @ 540 PTO rpm.....	2484min-1
@ 1000 PTO rpm.....	2291min-1
Mid-PTO Shaft.....	25.4 mm diameter, fifteen spline
Output.....	Clockwise rotation
Mid-PTO Speed @ engine rpm ...	2000 @ 2500 min-1
	2080 @ 2600 min-1

TH4295,4335,4365

TH4295/4335/4365 (Rear ROPS TYPE)

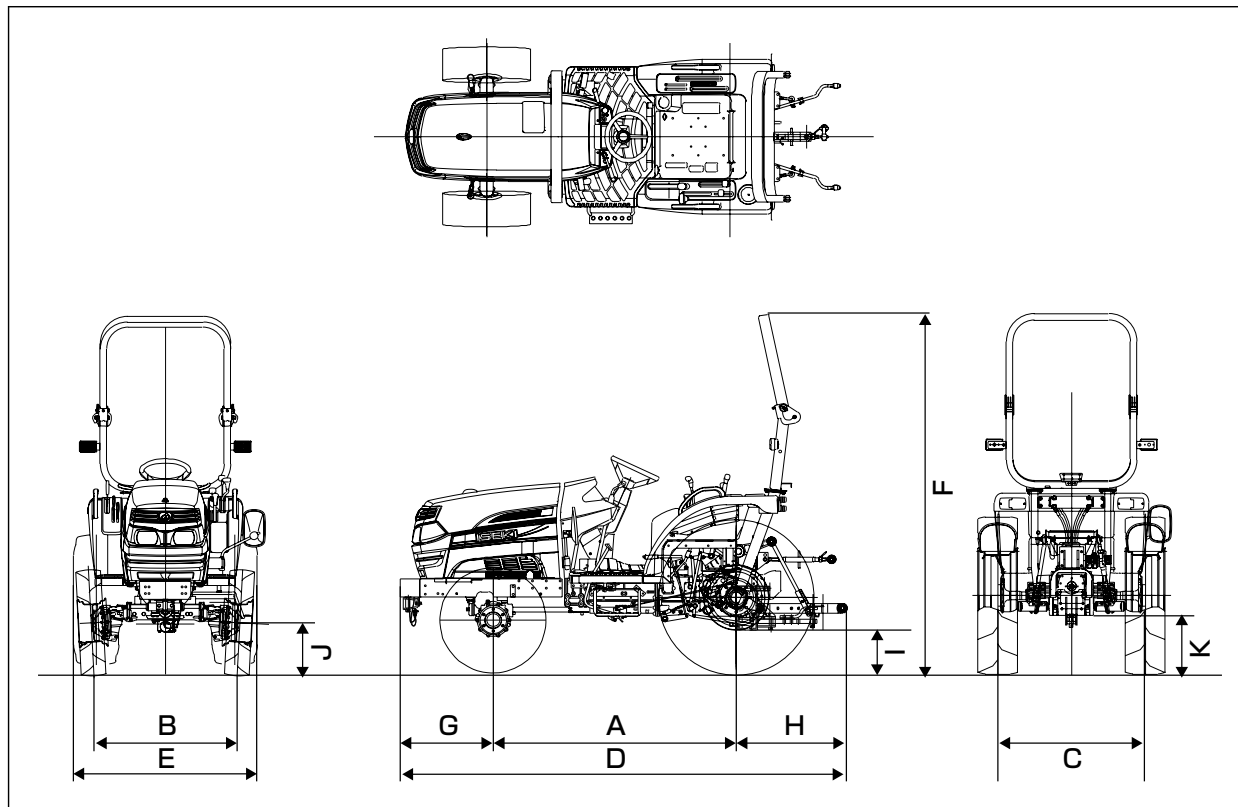


TABLE 1

	Tire	Turf	Turf	Agi	Agi	Agi
	Front	24x8.5-12 -4PR	26x12.0-12 -4PR	6-14-4PR	6-14-4PR	7-14-4PR
	Rear	315/80D-16 -4PR	13.6-16-4PR	9.5-22-4PR	12.4-16-4PR	9.5-24-6PR
A	Wheel base	1695				
B	Front tire track	985	1035	880	880	880
C	Rear tire track	985	1000	900	1115	900
D	Length	3125				
E	Width	1280	1395	1130	1430	1145
F	Height	2415	2435	2450	2455	2485
G	Forward overhang	645				
H	Rear overhang	785				
I	Ground clearance	195	230	240	220	265
J	Under the front axle	270	305	315	295	340
K	Under the rear axle	285	320	330	310	355

TH4295/4335 (Center ROPS TYPE)

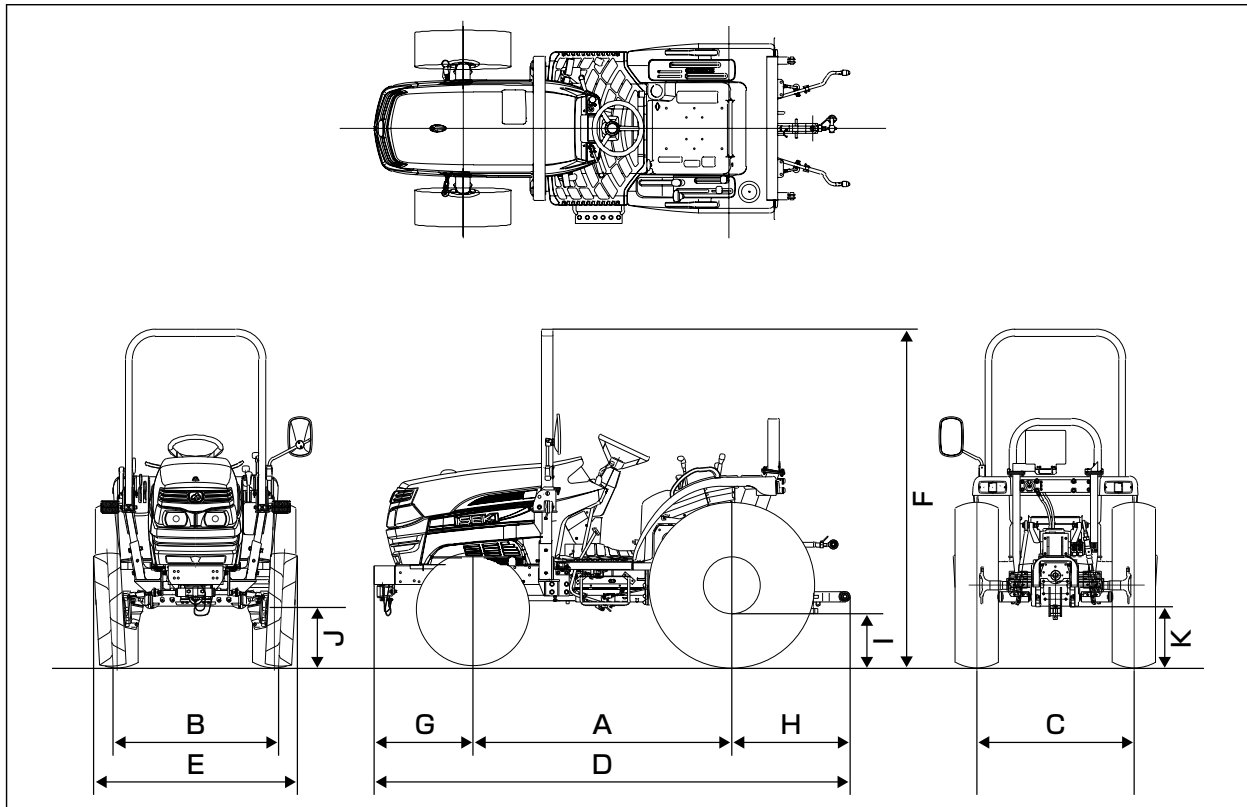


TABLE 2

	Tire	Turf	Turf	Agi	Agi	Agi
	Front	24x8.5-12 -4PR	26x12.0-12 -4PR	6-14-4PR	6-14-4PR	7-14-4PR
	Rear	315/80D-16 -4PR	13.6-16-4PR	9.5-22-4PR	12.4-16-4PR	9.5-24-6PR
A	Wheel base	1695				
B	Front tire track	985	1035	880	880	880
C	Rear tire track	985	1000	900	1115	900
D	Length	3125				
E	Width	1280	1395	1130	1430	1145
F	Height	2415	2435	2450	2455	2485
G	Forward overhang	645				
H	Rear overhang	785				
I	Ground clearance	195	230	240	220	265
J	Under the front axle	270	305	315	295	340
K	Under the rear axle	285	320	330	310	355

TH4295,4335,4365

AXLE LOADS & TYRE LOAD CARRYING CAPACITY

TABLE 3

Front Tyre		Maximum Front Axle Load(kg)	Rear Tyre		Maximum Rear Axle Load(kg)
Size	Load Capacity (kg)		Size	Load Capacity (kg)	
24X8.50-12	880	900	315/80D-16	1370	1100
26X12.00-12	1550		13.6-16	1600	
6-14	610		9.5-22	1380	
6-14	610		12.4-16	1600	
7-14	730		9.5-24	1880	

The Load Capacity is the one on 2tyres

NOISE DECLARATION

Driver perceived sound level
77/311/EEC as amended by 2006/26/EC
(according to Annexe II of the Directive)

TABLE 4

Model	Transmission Type	Cab / openings closed	Cab / openings opened	ROPS
		(dB(A))	(dB(A))	(dB(A))
TH4295	Mechanical without PTO clutch	---	---	85.3
	Mechanical with PTO clutch	---	---	84.3
	HST	---	---	83.5
TH4335	Mechanical without PTO clutch	---	---	85.0
	Mechanical with PTO clutch	---	---	85.0
	HST	---	---	84.7
TH4365	HST	---	---	85.0

Results of the sound level tests
74/151/EEC - Annexe VI as amended by 2006/26/EC

TABLE 5

Model	Transmission Type	Moving	Stationary	Engine speed
		(dB(A))	(dB(A))	(rpm)
TH4295	Mechanical without PTO clutch	78	77	2740
	Mechanical with PTO clutch	79		
	HST	78		
TH4335	Mechanical without PTO clutch	79	78	2857
	Mechanical with PTO clutch	80		
	HST	80		
TH4365	HST	80	79	2860

VIBRATION DECLARATION

GRAMMER MSG83/521
78/764/EEC as amended by 1988/465/EEC
Vibration Damping

TABLE 6

Ballast load	Ratio vibration acceleration seat surface / seat attachment (<2)
40kg	1.33
80kg	1.44

Vibration Transmission
The test has been performed test stand

TABLE 7

Applied mass	Corrected weighted vibration acceleration $a_w S^*(< 1.25 \text{ m/s}^2)$
Light	1.13 m/s^2
Heavy	1.00 m/s^2

GRAMMER MSG93/521
78/764/EEC as amended by 1988/465/EEC
Vibration Damping

TABLE 8

Ballast load	Ratio vibration acceleration seat surface / seat attachment (<2)
40kg	1.43
80kg	1.50

Vibration Transmission
The test has been performed test stand

TABLE 9

Applied mass	Corrected weighted vibration acceleration $a_w S^*(< 1.25 \text{ m/s}^2)$
Light	1.21 m/s^2
Heavy	1.05 m/s^2

COBO GT62/M200
78/764/EEC as amended by 1999/57/EC
Vibration Damping

TABLE 10

Ballast load	Ratio vibration acceleration seat surface / seat attachment (<2)
40kg	1.74
80kg	1.54

Vibration Transmission
Ambient temperature 20°C
The test has been performed test stand

TABLE 11

Applied mass	Corrected weighted vibration acceleration $a_w S^*(< 1.25 \text{ m/s}^2)$
60kg	1.22 m/s^2
98kg	1.06 m/s^2

ASSEMBLY & PRE-DELIVERY INSPECTION

ASSEMBLY

IMPORTANT: Do not commence assembly of this Tractor until reading these instructions completely and carefully.

NOTE: For certain lubrication, adjustments, etc., refer to appropriate section of this booklet. All nuts, bolts, etc., on these Tractors are METRIC dimensions.

Tractor is shipped in individual container. The Tractor will be partially disassembled to make container as compact as possible. Wheels, fenders, ROPS, steering wheel, lift linkage, drawbar, and some attaching hardware will be removed.

Larger items will be fastened in container and remainder of items will be shipped in sundry boxes also in container.

Certain areas of Tractor may be covered with thin film of protective wax. It may be removed by steam cleaner and detergent solution during assembly.

Tractor will arrive with battery installed.

To assemble and pre-deliver the Tractor, proceed as follows:



CAUTION: Be observant of components (wheels, fenders, ROPS, etc.) that may be attached to, or held in position by container panels.

1. Remove wheels, fenders, and sundry boxes from container.
2. Disassemble container.
3. Inspect Tractor for damage and any evidence of coolant, fuel or lubricant leaks.
4. Inspect and remove all hardware securing Tractor to lower crate panel.
5. Rear ROPS
 - a. Install and secure the lower frame (ROPS base).
Tightening torque: 73.7-88.3 N•m (750-900 kgf•cm)
 - b. Install and secure the lamps
Wire from lamp should be connected with coapler to the tractor through the hole on the ROPS.
 - c. When connect the wire, wire harness should be damped on the lower frame.

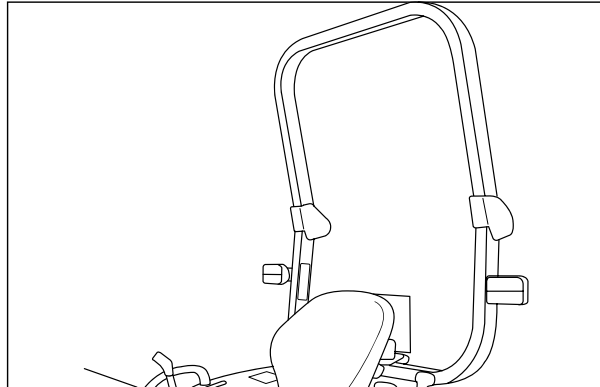


FIG. 9-1

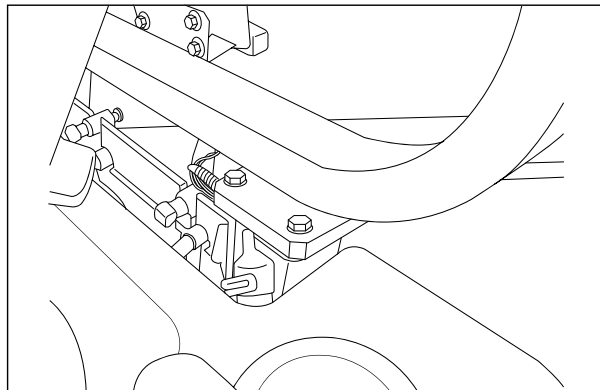


FIG. 9-2

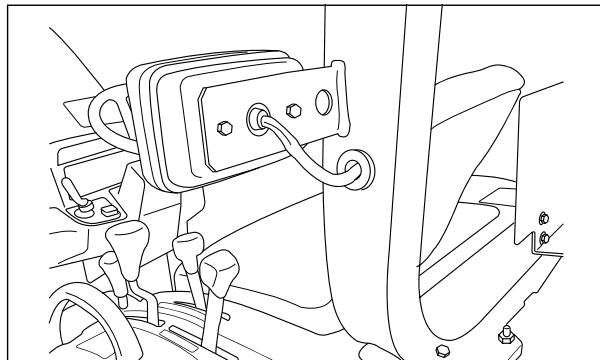


FIG. 9-3

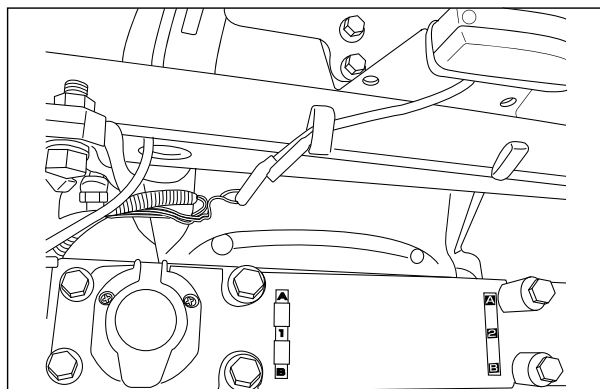


FIG. 9-4

- d. Connect the wire from lamp of number plate and damp on the frame.
- e. Install and secure the upper frame of ROPS to the lower frame.
Tightening torque: 73.7-88.3 N•m (750-900 kgf•cm)
- f. Insert the pins.

- 6. Front Bumper - Install front bumper and secure with four bolts supplied in sundry box.
- 7. Install the rear view mirror. Position of mirror (LH or RH) is according to the local regulation.

After attaching light, attach electrical connectors to connectors located at fender and ROPS support.

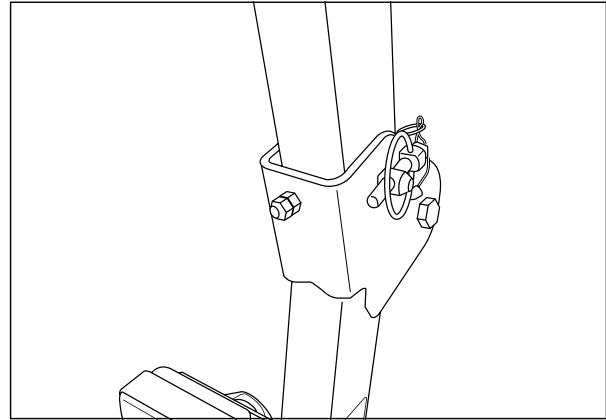


FIG. 9-5

- 8. Seat - Remove bolts from seat frame and install seat using same hardware.
If it is required to equip the seat belt, please ask your local dealer.
- 9. Three-Point Hitch - Three-point hitch is partially assembled, with lift links attached at the top to the lift shaft, and away chains attached to the lower links.
 - a. Attach lower links to Tractor attaching points and secure with lynch pins. Lower links will flare out ward t rear and retaining rings for spring will locate at underside.
 - b. Connect clevis end of check chains to axle brackets and secure with clevis pin and cotter pin.
 - c. Remove bolts at lower end of lift links and attach lift links to identical positions on lower links using bolts, lock washers and nuts removed. Lift link with turnbuckle adjustment is located on right side.

IMPORTANT: *Bolts should be installed with heads to out-side (nuts on inside) of lift link, to prevent tire interference during operation.*

- d. Connect top link to anchor point on Tractor using 19 mm x 220 mm pin and lynch pin. Lock nut on top link barrel will locate to rear. Store top link implement pin (19 mm x 86 mm) and clip in rear end of top link.
- e. Connect spring to retaining rings at underside of lower links.
- 10. Drawbar - Install drawbar fully into bracket at rear of Tractor and secure with pin and clip provided.
- 11. Front Wheels -
 - a. Carefully raise and block front of Tractor.
 - b. Install wheel / tire assemblies and secure using bolts and lock washers. Tighten to 75 ft-lbs. (102 Nm).
 - c. Remove blocking and lower front of Tractor.

TH4295,4335,4365

12. Rear Wheels -

- Carefully raise and block rear of Tractor at each side to prevent pivoting of front axle.
- Install wheel / tire assemblies and secure using lock washers and bolts. Tighten to 80 ft-lbs. (120 Nm).

13. Steering Wheel - After wheels have been installed, place front wheels in a straight forward position.

- Remove cotter pin, nut and flat washer from steering wheel shaft.
- Use a screw driver or flat blade to pry between steering wheel and cap to remove cap.

IMPORTANT: *Don't use a punch through hole in steering wheel to remove cap. It will separate the emblem from cap.*

14. Center ROPS

- Install the center ROPS.
Tightening torque: 122.5~147.0 N•m
(1250~1500 kgf•cm)

NOTE: *Please apply a grease on a bolt and assemble it.*

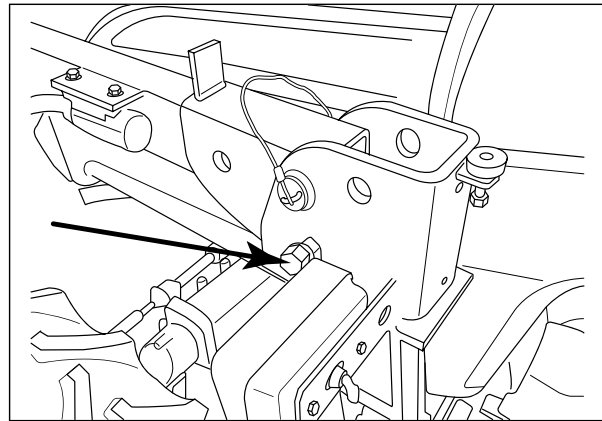


FIG. 9-6

- Insert the pin & Link pin.

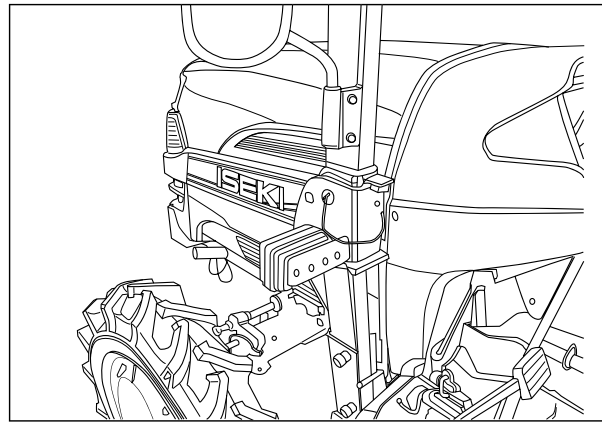


FIG. 9-7

- Install the rear ROPS.
Tightening torque: 89.2~104.9 N•m
(910~1070 kgf•m)

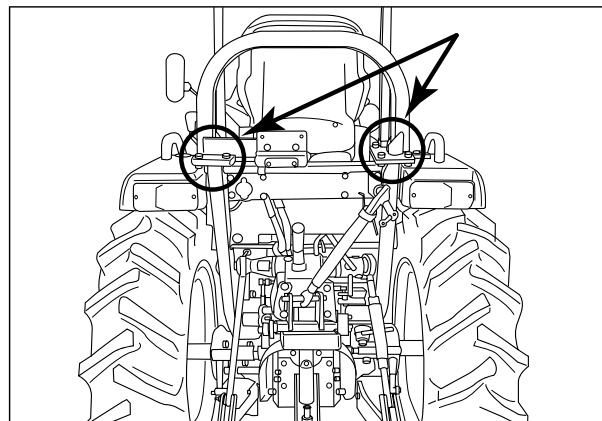


FIG. 9-8

PRE-DELIVERY INSPECTION

- Check that battery is charged enough.
 - Check that engine oil level is correct.
 - Check that coolant level is correct.
 - Check fan belt tension, 14mm deflection, when subjected to a force of thumb pressure. (10kgf)
 - Check that transmission oil level is correct.
 - Fill in a sufficient amount of No.2 diesel fuel to complete pre-delivery service.
 - Ensure clean and tight cable connections at battery. Battery must be securely mounted.
 - Check air cleaner, element, hoses, and clamps for correct installation.
 - Check brake pedal linkage for correct free-play.
 - Check steering and brake linkage cotter pins and lock nuts for secure installation.
 - Check filter element and, all connections and clamps for hydraulic pump and filter.
 - On 4WD models, check oil level in front drive axle. Place fuel filter cock in the "ON" position. Take up position in operator's seat and engage parking brake.
 - Place all shift levers in neutral.
 - Place rear PTO and mid PTO selector levers in neutral.
- NOTE: Engine will not start unless range shift lever is selected to neutral, rear PTO, and mid PTO selector lever are in neutral.*
- Set throttle lever at half to full throttle and turn main switch counterclockwise 5-10.
 - Turn main switch clockwise to "ON". Oil pressure and alternator warning lights will illuminate. Hold in "ON" position 1-2 seconds.
 - Turn main switch to "START" to crank the engine. Release key to "ON" position the moment engine starts. Check that warning lights go out.
 - Allow engine to warm up to operating temperature at about 1500 rpm.
- Operate Tractor to confirm it operates smoothly at all speeds including four-wheel drive (if so equipped).
 - Operate PTO to see that it functions properly.
 - Check that all lights and instruments operate properly.
 - Check brakes for balanced operation.
 - Check engine low idle speed, 980-1020 rpm.
 - Check engine high idle speed, 2760-2810 rpm.
 - Set throttle lever at idle speed, shut off engine and check tractor for coolant, lubricating oil or fuel leaks.
 - Check that safety start system functions correctly.
 - Lubricate all fittings.
 - Check tire inflation pressures.
 - Check front wheel toe-in.
 - check anti-freeze to see that it is adequate for local climate condition.
- NOTE: Factory fill is set to -30 F (-34 cent-degrees).*
- Check to see that all safety decals and safety switches are in place.
 - Clean and polish sheet metal as necessary.
 - Fill fuel tank to prevent moisture accumulation.
 - Review this Operator's Manual with the customer when delivering or demonstrating Tractor.

FACTORY RECOMENDED
NEW TRACTOR PRE-DELIVERY INSPECTION CHECK LIST
ISEKI

USER'S NAME _____	AREA _____ DATE _____
DEALER _____	ADDRESS _____
TRACTOR MODEL _____	SERIAL NO. _____
ENGINE SERIAL NO. _____	COUNTRY _____

THIS PRE-DELIVERY INSPECTION CHECK LIST IS PROVIDED TO IDENTIFY THE CHECKED AND NECESSARY
 ADJUST BY THE DEALER PRIOR TO DELIVERY OF THIS MACHINE.

Inspected the following and adjusted if necessary.

ENGINE

- | | |
|---|--|
| ☐ Radiator filled with solution
☐ Cooling system connections
☐ Fan and alternator belt tension
☐ Engine oil
☐ All oil drain plugs
☐ Oil pressure
☐ Engine RPM (idle) | ☐ Engine RPM (full throttle)
☐ Governor performance
☐ Electrical connections
☐ Service air cleaner
☐ All cleaner connections
☐ Fuel line connections
☐ Injection pump oil |
|---|--|

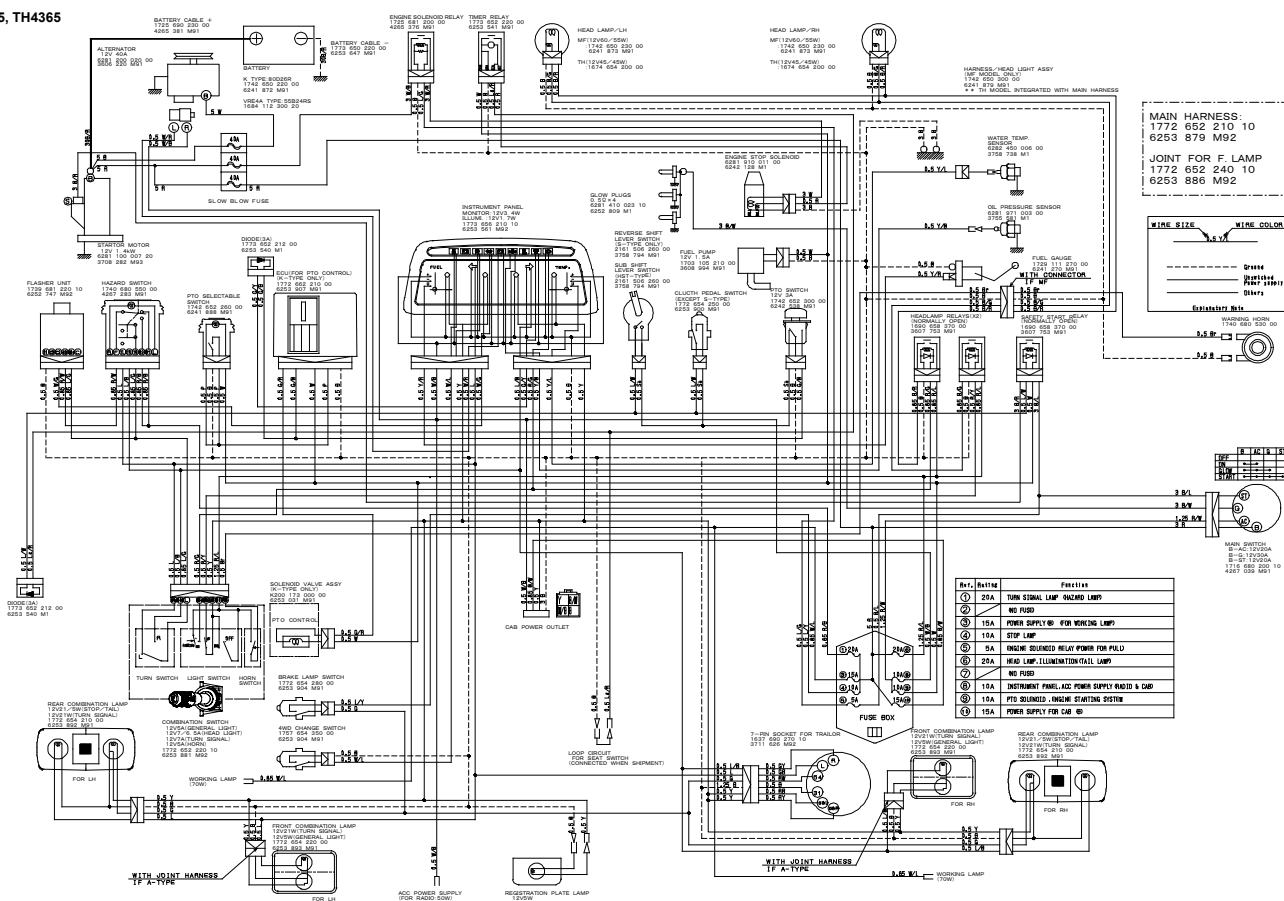
CHASSIS

- | | |
|--|--|
| ☐ Tyre inflation
☐ Front wheel hub bolts
☐ Rear wheel hub bolts
☐ Torque all chassis bolts
☐ Transmission oil
☐ Front reduction case
☐ Break pedal free-play
☐ Clutch pedal free-play | ☐ Hydraulic system performance
☐ Drive test
☐ Lubricate all grease fittings
☐ Power-assisted steering operation (if equipped)
☐ Front axle oil (4-WD)
☐ Front axle operation (4-WD)
☐ Operation manual with tractor |
|--|--|

Explained the following to the owner.

- | | |
|---|---|
| ☐ Operation manual
☐ Safety and safety start system
☐ Instruments and controls
☐ Breaking in the new tractor
☐ Power take-off operation
☐ Lubrication and maintenance schedule
☐ Explain use of Rollover Protective Structure (ROPS) | ☐ Fuel system servicing and cleanliness
☐ Draining of engine and radiator
☐ Air cleaner service
☐ Tyre care
☐ Wheel tread adjustment
☐ Storage |
|---|---|

TH4295. TH4335. TH4365



TH4295
TH4335
TH4365

ISEKI & CO., LTD.

Overseas Business Division

3-14, Nishi-Nippori, 5-chome, Arakawa-ku,

Tokyo 116-8541, Japan

Phone: (03) 5604-7658

Fax: (03) 5604-7703

OM-TH4365/-EN-10

1102-01-50

Printed in Japan