

HOLDER

Park 70 Park 70 A



**Betriebsanleitung
mit Anbaugeräte**

**Operating Manual
including implements**



Bestell-Nr. / Ref. No. 125 674

Gebrüder Holder GmbH & Co.

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Before taking the machine into use read operation instructions and safety rules very carefully and pay strict attention to them. If no operation manual is included order it at once!



Warning triangle

All paragraphs in this operation manual dealing with your safety have been marked with the warning triangle. The safety rules must be passed on to all users of the machine.

Intended purpose

The Holder tractor has been exclusively designed for normal use in agriculture, forestry, maintenance of public parks and gardens, and for winter service (intended purpose).

Any other application is regarded not intended. The manufacturer does not hold himself liable for any damages resulting from the use of the machine for non-intended purposes. In such a case the risk lies solely with the user.

Intended use also takes for granted that manufacturer's instructions for operation, service and maintenance are strictly followed.

The tractor, including attached implements, must not be operated by any other persons than those familiar with its handling and informed about possible dangers.

All local safety regulations must be strictly complied with.

The manufacturer is not liable for any damages resulting as a consequence of unauthorized modifications carried out on the machine.

ENGLISH



General rules for safety and for accident prevention

1. Beside the instructions contained in this manual pay attention to official, locally applicable rules for safety and accident prevention!
2. Adolescents under 16 years are not allowed to drive or operate the vehicle.
3. When driving on public roads pay attention to local rules and traffic regulations.
4. Before taking the machine into use the operator must familiarize himself with all equipment, operation elements, and functions. He must see to it that all protections are properly assembled. It's too late to think of this once work has been started!
5. The operator is responsible for persons within the operation range of the machine!
6. Keep clear of the danger zone of the machine!
7. Do not start the engine from any other place than the driver seat. Never start the engine by short-cutting the electrical cables of the starter because the tractor will move at once!
8. Before starting examine the vicinity of the tractor (playing children)! Make sure to get a sufficiently wide view.
9. Never let the engine run in enclosed space!
10. The operator must not wear any loose garments, but close-fitting ones, along with heavy shoes!
11. Handle fuel very carefully - danger of fire! Never fill in fuel in the vicinity of open flames, ignitable sparks, and hot engine parts. Whilst refuelling smoking is prohibited!
12. Before refuelling shut-off engine and remove the ignition key!
Never top-up in enclosed space! Take care not to spill the fuel (use suitable filling aids).
13. Keep the machine clear to avoid fire!
14. Be careful when handling brake fluids and battery acids (poisonous and corrosive)!

Transporting persons, driver's mate, operators

1. Unless a suitable seat is available, a driver's mate must not be transported.
2. The transport of any other person beside the driver's mate, is strictly prohibited!

Driving

1. When the engine is started tractor and implement transmissions must be disengaged.
2. The driving speed must always be adjusted to surroundings and load. When driving uphill or downhill, or diagonally across slopes, avoid sudden bends. Always disengage the diff-lock when taking bends. Never unclutch or shift gears when driving downhill!
3. Pay attention to assembly instructions and safety rules when attaching trailers and implements. Implements, trailers, ballast weights and loaded transport containers (grass bin) influence the road behaviour of the tractor (driving, steering, overturning). Therefore be careful of sufficient steering and braking capacity.
4. Pay attention to permissible axle loads, trailer loads, and total weights.
5. When taking bends with trailed or mounted implements consider overhang and centrifugal force!

Leaving the tractor

1. When leaving the tractor secure it from rolling off, and from unauthorized use by locking the parking brake, and using wedges under the wheels. Shut-off the engine, engage group gear and gear. Remove the ignition key and lock the cab!
2. Never leave the tractor without supervision whilst the engine is running!
3. Never leave the driver seat whilst the tractor is still in motion!
4. When leaving the tractor lower the implement to the ground.
5. When shutting off the engine close the fuel cock!

Implements (only applicable to carried implements - not single-purpose machines)

1. Attach implements and trailers only by means of the specified devices!
2. Be specially careful when coupling trailers and implements on the tractor!
3. Secure trailers and implements from rolling off!
4. Never take the implement into operation before all guards and protections have been installed in their proper positions!

P.T.O. transmission (if applicable)

1. Shut-off the engine for fitting and for removing the cardan shaft!
2. Persons must stand clear of turning P.T.O. or cardan shafts!
3. Cardan shaft and P.T.O. shaft guards must be fitted as prescribed!
4. Because of their centrifugal force P.T.O.-driven implements may continue running for a while after the P.T.O. has been shut-off. Therefore keep clear of the implement until it stands completely still!
5. As soon as the cardan shaft has been taken off protect the P.T.O. shaft with its guard!

Maintenance

1. Pressurized liquids, such as fuel, hydraulic oil, may penetrate the skin and cause heavy injuries. If this is the case see a doctor at once (danger of infection)!
2. Take care to dispose properly, and separately, of used oils, fuels, batteries, brake fluids, coolants, and filters!
3. It is not permitted to weld, saw, or grind supporting sections of the tractor, and safety installations, such as rollover bars, frames, axles, trailer hitches etc.
4. Mounting the tyres requires sufficient skill and the necessary tools.
5. Tighten wheel nuts after 20 hours of operation.
6. Before working on the electrical system take care to remove the mass cable of the battery.
7. Use only original spare parts, or commercial parts of identical quality!

Handling the jack

When using the jack take care that the tractor is safely parked and secured from rolling off (wedges). The weights of the unit to be removed must not exceed that of the jack.

Opening point of the jack

Front: On the transverse connection tube of the front lift as shown on (1 III. 37).

Rear: Underneath the gearbox as shown on (1 III. 38).

For repairs the jacked-up tractor must be additionally secured with assembly blocks (3 III. 37 resp. 38) on both sides by the axles.

Instructions for driving with trailers

1. The permissible supporting load on the tractor trailer hitch is 400 kg. Pay attention to this when driving with single-axle trailers.
2. The supporting load on the hitch of the single-axle tractor must, on the coupling point, not be less than 4 % of the trailed load (min. 25 kg). If, on public roads, the supporting load comes below 25 kg during the process of unloading (i.e. with dung distributors, sand distributors etc.) the load must be shifted so that the supporting load will be again 25 kg.
3. The following trailer combinations are possible:
 - a) Tractor with single-axle trailer, braked or unbraked
 - b) Tractor with single-axle trailer, braked or unbraked, followed by a single or double-axle trailer with over-running brake.
 - c) Tractor with double-axle trailer, braked, followed by a single or double-axle trailer with overrunning brake.
 - d) Tractor with two single or double-axle trailers with overrunning brake.
 - e) Tractor with implement and attached to the implement a double-axle trailer with overrunning brake, or movable brake lever provided the total weight of the trailer is not higher than 1,25 times the permissible weight of the tractor.

For P 70 = $2000 \text{ kg} \times 1,25 = 2.500 \text{ kg}$

For P 70 A = $2100 \text{ kg} \times 1,25 = 2.625 \text{ kg}$.

Trailers needing no registration must not be driven faster than 25 km/h. They must be marked with a blade - 25 km - . The overall length - tractor with trailer - must not exceed 18 meters.

4. According to para. 41 of the German Road Regulations the following trailer loads are permitted:

a) **Single-axle trailers, unbraked**

are permitted 1. if the axle load of the trailer is not higher than half the empty weight of the tractor.

Example: Empty weight of the P 70 / P 70 A - depending on tyres and equipment - 1330-1520 kg x 0,5 results in a permissible axle load on the trailer of 655-760 kg.

2. The braking deceleration of the tractor with attached trailer is at least 1,5 m/sec.²

b) **Single and multi-axle trailers are permitted:**

1. Trailers with a permissible total weight up to 2 tons provided the trailer brake can be handled from the tractor driver seat by means of a lever on the hitch.

2. Trailers with a permissible total weight up to 4 tons provided a movable brake lever for the trailer is handy for operation beside the driver seat.

3. Trailers with a permissible total weight of 8 tons with overrunning brake.
For safety's sake we recommend to use trailers with a permissible total weight of max. 3 tons. Multi-axle trailers must be equipped with an operation braking system, as well as a parking and pull-off braking system.

c) **Agricultural or Forestry Implements**

Single-axle without brake	Single-axle, without springs without brake		with movable hand brake lever	with overrunning brake	
0,5 x empty weight of tractor (1300-1520 kg)	1,0 x empty weight of tractor	for „safety's sake“ we re- commend			for „safety's sake“ we re- commend
Axle load of implement 655 - 760 kg	Empty weight of implement 1330-1520 kg	Permissible total weight P 70: 2000 kg P 70 A: 2100 kg	Permissible total weight 3000 kg	Permissible total weight 8000 kg	Permissible total weight 4000 kg

A) General Information

1. Take warranty file card out of this manual, complete it, have it signed by customer and return it without delay to Gebr. Holder GmbH. & Co., 7430 Metzingen/Württ., Postfach 1555.
2. Its worth its while to read this manual carefully. If you follow its instructions conscientiously your tractor will be ready for service at any time. Pay particular attention to the service intervals. Your tractor will pay you for good treatment with a long service life.

3. Service

Have all services, listed in the attached Service Chart, carried out regularly through your Holder Dealers (Service Workshop). Have them confirmed in this manual by stamp and signature.
Product liability and warranty are excluded if the regular service jobs have not been carried out.

4. Tractor data

In case of inquiries made in writing or over the phone please state the following data which will make it easier for us to reply fast:

- | | |
|--------------------------------|-----------------------------|
| a) Type of tractor | e.g. P 70 |
| b) Engine serial No.: | e.g. V1700-4250 |
| c) Chassis No.: | e.g. 469 59 557 |
| d) Date of sale: | e.g. 2.04.1991 |
| e) Tractormeter reading: | e.g. 500 hours of operation |

The **chassis number** is embossed on the **type plate** and on the front frame (III. 2) at righthand side as viewed in driving direction. The **engine number** is visible above the regulator housing, righthand beside the injection pump (III. 1). The **coefficient of emission** (exhaust gas) is to be found on the type plate.

Technical data, illustrations and dimensions in this manual are non-obligatory. No claims can be derived from them. We reserve the right to make technical improvements of the tractor without changing this manual.

B) Technical data

Engine in	P 70	P 70 A
Manufacturers:	Kubota, Osaka/Japan	Kubota, Osaka/Japan
Type:	V 1702-B	V 1902-B
Design:	in-line, vertical	in-line, vertical
Mode of operation:	four-stroke, diesel	four-stroke, diesel
Method of injection:	Tolerance-chamber spherical combustion chamber	Tolerance-chamber spherical combustion chamber
Number of cylinders:	4	4
Cylinder bore:	82 mm	85 mm
Stroke:	82 mm	82 mm
Piston displacement:	1720 cm ³	1848 cm ³
Compression ratio:	21 : 1	21 : 1
Compression pressure:	23 - 25 bar	23 - 25 bar
Valve tolerance (cold):	0,18 - 0,22 mm	0,18 - 0,22 mm
Fuel consumption:	242 g/kWh at n = 1400 rpm	245 g/kWh at n = 1700 rpm
Cooling:	Water circulation cooling with pump and thermostat	Water circulation cooling with pump and thermostat
Air filter:	MANN dry-air filter with optical warning system	MANN dry-air filter with optical warning system
Lubrication system:	Force-feed lubrication with Trochoid vane pump	Force-feed lubrication with Trochoid vane pump
Oil filter:	Change cartridge in main flow	Change cartridge in main flow
Oil pressure at n = 2000 rpm:	3,0 - 4,5 bar	3,0 - 4,5 bar
Rated speed:	2800 rpm	2800 rpm
Max. idling speed:	3000 rpm	3000 rpm
Min. idling speed:	800 rpm	800 rpm
Max. torque:	107 Nm at 1400 rpm	118 Nm at 1700 rpm
Capacity (after DIN 70020) at n = 2800 rpm:	26 kW - 35 PS - 38 HP	29 kW - 40 PS - 43 HP
Power transmission:	hydrostatic	hydrostatic
Variable capacity hydraulic pump:	Hydromatic A4V (40 cc per rev)	Hydromatic A4V (40 cc per rev)
Constant motor:	Hydromatic A2F (28 cc per rev)	Hydromatic A2F (28 cc per rev)
Wheel motors, front	—	Bucher 2XBB 100 (100 cc per rev)
Fuel system:		
Injection pump:	ND-PFR 4M55/2 ND 182	ND-PFR 4M55/2 ND 182
Governor:	Kubota flyweight governor	Kubota flyweight governor
Injection nozzle:	DN 12 SD 12	DN 12 SD 12
Injection pressure:	137 bar	137 bar
Fuel filter:	Change filter Bosch No. 1457434062, Holder No. 023 264	Change filter Bosch No. 1457434062, Holder No. 023 264
*Injection timing: (Commencement of fuel injection)	25° bTDC (before top dead centre)	25° bTDC (before top dead centre)

Weight P 70 with tyres (front 185/70 R 13)

	28x9.00-15	10.0/75-15.3	31x10.50-15	31x11.50-15	31x15.50-15	400-15.5	33x12.50 R 15
Empty weight (w. driver 75 kg)							
Total: kg	1355	1380	1365	1375	1390	1430	1400
Front: kg	570	570	570	570	570	570	570
Rear: kg	785	810	795	805	820	860	820

Weight P 70 A with tyres (front 185/70 R 13)

	31x11.50-15	31x15.50-15	400-15.5	33x12.50 R 15
Empty weight (w. driver 75 kg)				
Total: kg	1455	1470	1510	1480
Front: kg	620	620	620	620
Rear: kg	835	850	890	860

	P 70
Permissible total weight:	2000 kg
Permissible load on front axle:	850 kg
Permissible load on rear axle:	1400 kg

	P 70 A
Permissible total weight:	2100 kg
Permissible load on front axle:	950 kg
Permissible load on rear axle:	1400 kg

Noise levels:
Measured on the working place (on driver's ear) at a rated engine speed of 2800 rpm and with 7,25 km/h driving speed'

Permissible supporting load on trailer hitch:	
P 70:	400 kg
P 70 A:	400 kg

Cab	Shut	Open
P 70	83 dBA	87 dBA
P 70 A	82 dBA	84 dBA

Tyres — Air pressure — Wheel weights

	Tyres	Ply	Profile	Tubes	Air pressure	Wheel weights	
						Type	Weight
Rear	28 x 9.00-15 *	6	Lawn	no	1,8 bar °	4134-2	appr. 43 kg
	10.0/75-15.3	8	Lawn	yes	2,3 bar °	4134-2	appr. 43 kg
	31 x 10.50 R 15	4	M+S	no	1,5 bar °	4134-2	appr. 43 kg
	31 x 11.50-15	4	Wrangler XT	no	1,0 bar °	4134-2	appr. 43 kg
	31 x 15.50-15	4	XTRA-Trac	yes	1,0 bar °	4134-2	appr. 43 kg
	400-15.5 Trelleborg	6	404	yes	1,0 bar °	4134-2	appr. 43 kg
	33 x 12.50 R 15	4	M+S	no	1,5 bar °	4134-2	appr. 43 kg
Front	23 x 8.50-12	4	Lawn	no	1,5 bar °	—	—
	185/70 R 13	SR	M+S	no	1,5 bar °	—	—
	23 x 10.50 - 12	4	Lawn	no	1,4 bar °	—	—



° With permissible load on axle and when driving on public roads, the prescribed tyre pressure must be maintained.

* In connection with tyres 28 x 9.00-15 Type 4361-6 wheel flaps type 4634-1 are necessary.

The front wheels 185/70 R 13 are suitable for all rear tyres.

The front wheels 23 x 8.5-12 are recommended for the tyre size 28-9.00-15, 31x15.50-15 and 10.0/75-15,3 but not possible with P 70 four-wheel drive.

Instructions for the use of snow chains

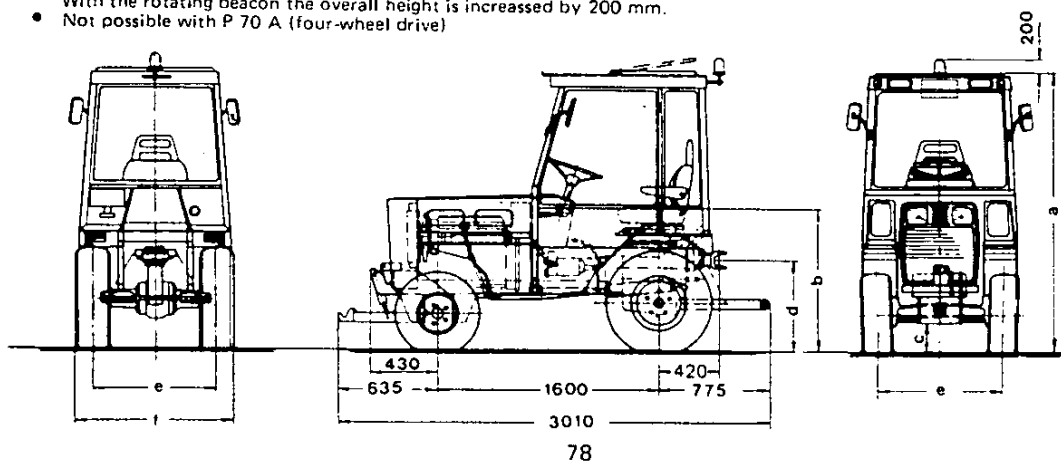
Which chains for which tyres: (no other chains must be used).

	Tyres	RUD chains Ref. No.
Rear	28 x 9.00-15	22 531
	31 x 10.50-15	22 141
	31 x 11.50 R 15	22 539 (for wide track only)
	31 x 15.50-15	22 548 (for wide track only)
	400-15.5 Trelleborg	22 173
	33 x 12.50 R 15	22 167
Front	23x8,50-12 / 23x10,50-12	22 521
	185/70 R 13	46 120

Tractor dimensions P 70/P 70 A

Tractor dimensions P 70/P 70 A		Type	Overall height	Medium seat	Ground clearance	Trailer hitch	
			a	b	c	Low position d	High position d
Tyres			mm	mm	mm	mm	mm
rear	28 x 9.00-15	4131-4	* 2010	970	210	630	670
	10.0/75-15.3	4631-5	* 2015	975	210	650	690
	31 x 10,50-15	4631-7	* 2030	990	210	665	705
	31 x 11,50-15	4631-9 *	* 2040	1000	210	675	715
	31 x 15.50-15	4131-8	* 2020	980	210	655	695
	400-15.5 Trelleborg	4131-6	* 2055	1015	210	690	730
	33 x 12.50 R 15	4131-16	* 2045	1005	210	680	720
front	185/70 R 13	4632-2	—	—	—	—	—
	185/70 R 13	4632-10	—	—	—	—	—
	23 x 8.50 - 12	4631-3	—	—	—	—	—
	23 x 10.50 - 12	4631-11	—	—	—	—	—
	● 23 x 10.50 - 12	4631-12	—	—	—	—	—

- * With the rotating beacon the overall height is increased by 200 mm.
- Not possible with P 70 A (four-wheel drive)



Min. inner turning radius after DIN 70 020 (measured at the most extreme point of the vehicle)	Track width and overall width			
	Track width		Overall width	
	e		f	
m	mm	mm	mm	mm
6,50	850	1046	1084 x	1280
6,50	—	992	—	1260
6,50	902	998	1165	1275
6,50	902	998	1189 x	1300
6,50	—	1032	—	1400
6,50	—	1032	—	1440
6,50	—	992	—	1302
—	—	914	—	1100
—	—	1006	—	1192
—	—	904	—	1120
—	—	1014	—	1278
—	—	904	—	1168

x The measurements have been taken on the outerwheel edges.
Here, the actual overall width is 1210 mm (cab).

Filling quantities (for refilling)	P 70	P 70 A
Engine (incl. change of filter):	9,00 ltrs. (HD oil for diesel engines)	9,00 ltrs. (HD oil for diesel engines)
Hydraulic system (tank capacity):	16,00 ltrs. (hydraulic oil Mobil DTE 16)	18,00 ltrs. (hydraulic oil Mobil DTE 16)
	Note: Pay attention to list of recommended hydraulic oils, resp. instructions on page 117.	
Rear gearbox:	14,00 ltr. (SAE 80 gear oil)	14,00 ltrs. (SAE 80 gear oil)
Fuel tank:	33,00 ltrs. (diesel oil)	33,00 ltrs. (diesel oil)
Cooling system (total quantity):	8,70 ltrs. (water plus anti-freeze agent)	8,70 ltrs. (water plus anti-freeze agent)
Glysantin effective to -30° C		
filled in by the manufacturers all		
the year round:	3,70 ltrs. (Glysantin)	3,70 ltrs. (Glysantin)
Brake fluid:	0,25 ltrs. N-DOT 3	0,25 ltrs. N-DOT 3
The correct oil level can be checked on the marks of the oil diprods, control screws, and oil sight glasses.		

Transmission P 70 and P 70 A

- a) **Gearbox:** Hydrostatic drive transmission with infinite adjustment of the driving speed via the accelerator pedal, and adjustment of a constant driving speed by means of a hand lever.
- Variable capacity hydraulic pump: Hydromatik A4V 40 cc per rev.
- Constant motor: Hydromatik A2F 28 cc per rev.
- Wheel motors, front: Bucher 2XBB 100 cc per rev.
- b) **Tractormeter:** Tractormeter combined with hour meter, rev. counter, and standard P.T.O. speed reading.
- c) **Speedometer:** Version 1 with sticker 25 = for all tyre sizes.

Theoretical driving speeds of P 70 / P 70 A (at a rated engine speed of 2800 rpm)

With tyres	Forward No four-wheel drive	Four-wheel drive	Reverse No four-wheel drive	Four-wheel drive
28x9.00-15	0 - 23,34 km/h	0 - 14,50 km/h	0 - 11,60 km/h	0 - 7,25 km/h
10.0/75-15.3	0 - 24,41 km/h	0 - 15,15 km/h	0 - 12,60 km/h	0 - 7,50 km/h
31x10.50 R 15	0 - 25,34 km/h	0 - 15,73 km/h	0 - 12,60 km/h	0 - 7,80 km/h
31x11.50-15	0 - 26,83 km/h	0 - 16,65 km/h	0 - 13,40 km/h	0 - 8,30 km/h
31x15.50-15	0 - 25,62 km/h	0 - 15,90 km/h	0 - 12,80 km/h	0 - 7,95 km/h
400-15.5 Trelleborg	0 - 29,00 km/h	0 - 18,00 km/h	0 - 14,50 km/h	0 - 9,00 km/h
33x12.50 R 15	0 - 27,90 km/h	0 - 17,30 km/h	0 - 14,00 km/h	0 - 8,65 km/h

d) Diff-lock: Handlever operated, acting mechanically on the rear axle.

e) P.T.O. shafts: P 70 P 70 A
Type 4600-2 4600-7
Life P.T.O. and front P.T.O. shifting under load

Direction of revolution: front anti-clockwise, rear clockwise
 rear 540 rpm at n = 2200 rpm engine speed
 front, resp. centre 1000 rpm at n = 2250 rpm engine speed

P.T.O. connection: 1 3/8" splined profile after DIN 9611

P.T.O. clutch

Design: service-free multi-plate wet clutch
Actuation: by hand lever

f) Steering:

Design: Hydrostatic T-steering with one working cylinder
Type: Danfoss-Orbitrol
Toe-in: 3 - 6 mm on outer contour of wheel rim

- g) Brakes:** 3 braking systems, independent of each other
- Operation brake: Hydraulically operated drum brakes in front wheels.
Hydrostatic driving brake actuated through the INCH pedal.
- Parking brake: Mechanically operated drum brake in rear wheels.
- h) Trailer hitch** Adjustable for height and revolving. With pistol type handle grip.
Type: Rockinger or Cramer,
- i) Hydraulic system:** Holder single-cylinder rear hydraulics (single-acting)
Holder single-cylinder front hydraulics (double-acting)
- Hydraulic pump: Kubota gear pump
- Capacity: 8,85 cc per rev = 24 l/min. at a rated engine speed of 2800 rpm
- Operation pressure: 175 bar (atm.)
- Filter: Suction filter in hydraulic tank (fineness of filter 100 µm)
Passage filter in pressure pipe (fineness of filter 25 µm)
Passage filter in variable capacity hydraulic pump for hydrostatic drive transmission (fineness of filter 10 µm)
- Hydraulic oil supply tank: Assembled in front RH fender
P 70: = 16 ltrs. hydraulic oil Mobil DTE 16
P 70 A: = 18 ltrs. hydraulic oil Mobil DTE 16
For temperatures below -10° C Mobil DTE 13
resp. oils recommended in the list of hydraulic oils on page 117.
- Control valves:** Bucher control valves consisting of:
- | | |
|---|---------------|
| Inlet plate with pressure limitation plate | LA 06 PB-M06 |
| Rear hydraulic cylinder, single-acting 3/3-way valve | LA 06 P3BAM06 |
| Front hydraulic cylinder, double-acting 4/4-way valve | LA 06 P4LKM06 |
| 4 hydraulic connections front 2 pieces 4/3-way valve (plug sockets) | LA 06P4FAM06 |
| 1 hydraulic connection rear 3/3-way valve (plug socket) | LA 06P3BA-M06 |
| End plate | LA 06 PU |

k) Implement lift:	rear:	Standard Cat. I three-point linkage, (single-acting)		
	front:	Holder three-point linkage with instant coupling, (double-acting)		
Lifting capacity:	rear:	10 000 N (1000 kp)	measured in lower link arm on the field bar	
	front:	8 000 N (800 kp)		
l) Electrical system:	P 70 / P 70 A			
Battery:		capacity 12 V / 55 Ah		
	optionally:	capacity 12 V / 88 Ah		
		rated voltage 12 V		
Three-phase generator with transistorized regulator:		rated voltage 12 V		
		electric current 35 A		
Starter:		Capacity 1,4 kW (1,91 HP)		
(pre-engaged drive starting motor)		Rated voltage 12 V		
Bulbs	Headlights	35 W/35 W	Warning light switch	3 W
	Front traffic light	21 W	Remote thermometer engine	3 W
	Rear traffic light	21 W	Remote thermometer hydraulic oil	3 W
	Rear reflector	10 W	Fuel supply indicator	3 W
	Licence plate light	5 W	Control lights	3 W
	Brake light	21 W	Position lights	5 W
	Tractor meter light	3 W	Interior light	5 W
	Tractormeter	3 W	Rotating beacon	45 W
			(Special accessory)	

C) Function of operation and control units

Ignition and lighting switch (14 III. 3)

The ignition and lighting switch has 5 positions actuated by the ignition key.

P = Parking light

0 = Everything switched off

1 = Engine ready for starting

2 = Dim light

3 = Headlight (dimming light) } Dashboard lighting on

Glow starting switch (15 III. 3)

The starting switch has two switching positions:

1st position (notch) = preglow system switched on (cold-starting device)

(preglowing is completed when the starting control lamp (7 III. 3) lights up)

2nd position (stop) = starter is actuated

Fuel supply indicator (11 III. 3)

The indicator shows the fuel quantity in the tank. (Never run the tank entirely empty).

Tractormeter (10 III. 3)

Scale = engine speed

Figures = hour meter

Marking = P.T.O. speed 540 rpm (front P.T.O. = 1000 rpm)

(1 operation hour relates to an engine speed of 1950 rpm).

Speedometer (30 III. 3)

Scale = Driving speed

Remote thermometer for engine temperature (31 III. 3)

The remote thermometer has 3 colour ranges:

White (40° – 65° C) = engine temperature too low

Green (65° – 105° C) = normal operation temperature

Red (105° – 120° C) = engine overheats. Shut-off at once, look for cause and remedy the fault.

Remote thermometer for temperature of hydraulic oil (9 III. 3)

The remote thermometer has 2 colour scales:

Green (0° – 85° C)	=	normal operation temperature
Red (85° – 100° C)	=	hydraulic oil overheated. Shut-off engine at once, look for cause and remedy.

Warning light switch (29 III. 3)

When the warning light is switched on, all flashing lights (including those of the trailer) light up simultaneously in certain intervals.

When using the warning lights, pay attention to your local regulations.

Pilot light panel (III. 3)

1 = Pilot lamp for tractor flashlight	5 = Pilot lamp for battery
2 = Pilot lamp for trailer flashlight	6 = Pilot lamp for engine oil
3 = Pilot lamp for headlight	7 = Pilot lamp for preglowing
4 = Pilot lamp for air filter service	8 = Pilot lamp for parking brake

Socket (12 III. 3)

The socket serves to connect a 12 Volt consumer.

Manual speed regulator (13 III. 3)

The manual speed regulator serves to adjust the engine speed to a constant driving speed, or P.T.O. speed.

Shut-Off knob (16 III. 3)

For shutting-off the engine pull out the shut-off knob.

Foot pedal speed regulation (20 III. 3)

When driving on the road, the speed is adjusted with the foot plate.

Multi-purpose switch (28 III. 3)

The multi-purpose switch serves to switch on the traffic indicator, the horn, and the headlight.

Lever forward (R)	=	flashlight right
Lever rearwards (L)	=	flashlight left

Lever upwards (F) = headlights on
Key (S) = Horn

Fuse box (2 III. 4) for tractor

8 pieces (8 amp) (arrangement according to wiring diagram III. 37)

Fuse box (3 III. 8) for cab.

4 pieces (8 amp) (arrangement according to wiring diagram III. 37)

Rocker switch panel (III. 7)

- 1 = Switch for rotating beacon
- 2 = Switch for windscreen wiper
- 3 = Switch for heating - fan
- 4 = Switch for head beams (switch only on if front-mounted implements will limit the effect of the normal headlights).

Window washing device

The tank (19 III. 3) for the window washing device becomes accessible by removing the cover (17 III. 3). The washing device is actuated by pressing button (18 III. 3).

Sunshade (4 III. 8)

Interior lighting with switch (6 III. 8)

Adjustable heating nozzles (6 III. 7)

4 fresh-air nozzles (6 III. 7) top, front for windscreen and side windows
2 fresh-air nozzles (33 III. 3) bottom, front for foot space.

Twist-knob shut-off valve for heating (5 III. 8)

A	=	on
Z	=	off.

The feed of warm cooling agent is controlled by means of the twist-button, whereby the heating capacity is either reduced or increased.

Clothes peg (5 III. 7)

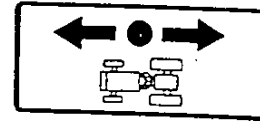
Ventilation flap and emergency exit in roof

To open pull latch forward (1 III. 8). To shut grip the knob (2 III. 8) and give a strong downward pull to the flap until the latch will catch.

Selector lever for driving forward and for reversing (34 III. 3)

The selector lever for forward and reverse drive is correspondingly arranged.

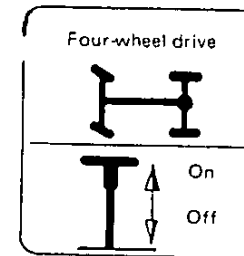
Lever forwards = Driving forward
Lever rearwards = Reversing



Selector lever for four-wheel drive (4 III. 5)

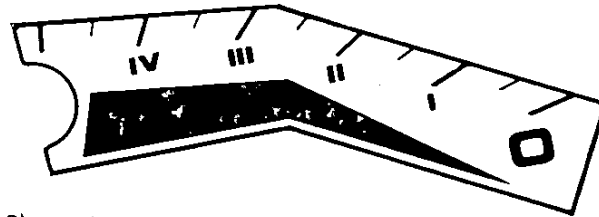
Whilst driving under load the four-wheel drive can be engaged or disengaged.

Selector lever upwards = four-wheel drive engaged
Selector lever downwards = four-wheel drive disengaged



Operation lever for infinitely variable driving speed (32 III. 3)

This lever serves to adjust the desired constant driving speed which can be read off the speedometer (30 III. 3). Any driving speed can thus be matched with a certain P.T.O. speed.



Note: For starting the engine, the hand lever (39 III. 3) must be moved to 0-position.

INCH pedal (27 III. 3)

By means of this foot pedal, the driving speed, adjusted with operation lever (32 III. 3) is infinitely variable as far as down to zero.

(Hydrostatic driving brake). When letting go of the INCH pedal, the originally adjusted driving speed is obtained and retained.

Driving brake (21 III. 3)

Through the brake pedal, the driving brake acts directly on the front wheels. It is hydraulically actuated.

Parking brake (37 III. 3)

The parking brake is locked by pulling the hand lever (37 III. 3) upwards. It is opened by turning the brake lever to the right.



Never forget to lock the parking brake when leaving the machine.

Before leaving the tractor put on parking brake



Independent P.T.O. clutch (life P.T.O.) shifting under load

Thanks to the independent P.T.O. clutch, the P.T.O. can be actuated whether the tractor moves, or stands. Operation by means of clutch lever (35 III.3 resp. 10 III.6)

Lever downwards = P.T.O. disengaged
Lever upwards = P.T.O. engaged

Only with running engine:

If the P.T.O. driven implement is to be cut off for a short while, use the clutch lever.

If the P.T.O.-driven implement is to be shut-off for some time, e. g. when driving on public roads, the P.T.O. must be disconnected with the P.T.O. selector lever after the drive has been decoupled with the clutch lever.

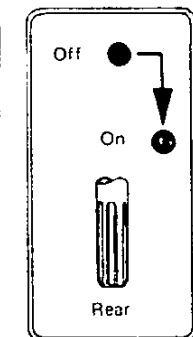
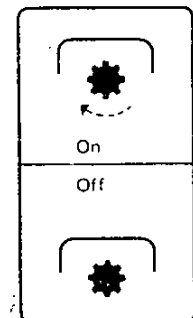
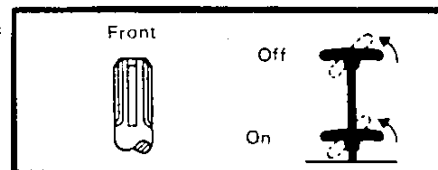
Actuation of front and rear P.T.O. shafts

Decoupling – Pull the clutch lever (35 III. 3) upwards to off „AUS“ position. Then, by means of the corresponding P.T.O. selector lever (36 III.3) engage front and centre P.T.O. shaft.

Coupling – Smoothly engage clutch lever (35 III. 3) („EIN“).

Note: For coupling, resp. decoupling, the P.T.O. selector lever must be turned through 90° to the left, before it is moved upwards or downwards.

Attention! When coupling move clutch lever (35 III. 3) to on („EIN“) direction until the pressure point can be distinctly felt to have been overcome.





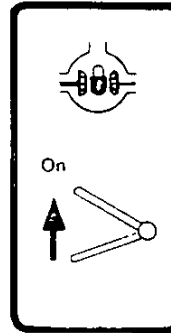
- Never operate the P.T.O. without its guard assembled.
- Take care that the cardan shaft principally matches the used implement.
- Never engage the P.T.O. if the engine is shut-off.
- Before removing P.T.O. driven implements shut-off the engine and disengage the P.T.O.
- Before engaging the P.T.O. make sure that nobody stands within the danger zone of the implement and the turning cardan shaft.

Diff-lock

For power transmission through both rear wheels on soft, slippery ground, the differential gear can be locked. This applies to traction work, as well as to braking. The diff-lock is mechanically operated by pulling up the hand lever (1 III. 5). The lock will automatically unlock if the hand lever is released.



The diff-lock must be only used when driving straight ahead.



Hydraulic selector lever with locking device

Hydraulic lever (22 III. 3)	for rear hydraulics, single-acting	Position
Hydraulic lever (23 III. 3)	for hydraulic coupling, rear, single-acting	H = Lift
Hydraulic lever (24 III. 3)	for hydraulic coupling, front, double-acting	S = Lower (floating position)
Hydraulic lever (25 III. 3)	for hydraulic coupling, front double-acting	D = Press
Hydraulic lever (26 III. 3)	for front hydraulic double-acting	O = Neutral
Locking device (3 III. 4)	to the right:	only lever (22 III. 3) for rear hydraulics is locked.
Locking device (3 III. 4)	to the left:	All hydraulic levers are locked
Locking device (3 III. 4)	in centre position:	All hydraulic levers are free.

Driver seat (1 III. 6)

The seat is adjustable for height, lengthwise, and for weight.

The height of the seat can be adjusted to 3 different positions:

by pulling it up on both sides (7 III. 6). If, in its upper position, the seat is pulled up once more, it will go back and lock in its lowest position.

The backrest is adjusted on the notched knob (4 III. 6).

Lengthwise adjustment is obtained by pulling lever (5 III. 6) upwards.

The springing is adjusted with the adjustment lever (6 III. 6) i. e. the driver's weight can be read off the sightglass (3 III. 5) in front

Soft springing = Turn lever to the left

Hard springing = Turn lever to the right



Never adjust the seat whilst driving (danger of accidents).

D) Preparations for taking tractor into service

During the first 20 hours of operation, the engine should neither run without any load on it, nor under full load.

Before each use, check your tractor for traffic and operation safety. Check up on the following:

- a) Read off fuel supply on indicator (11 III. 3)
- b) Engine oil level (K₁ III. 16)
(Filler opening E₁ III. 13)

} Never run tank and oil sump dry.
(Before opening the tank for refilling thoroughly clean cover and around it.)

Quality grades of engine oils

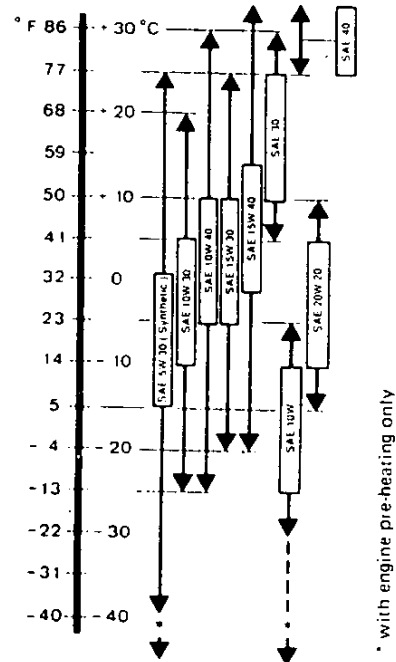
High-grade HD engine oils must be used for engine lubrication. Commonly used are the API specifications MIL-L-2104C. Approved oils: API CD/SE, or CD/SF.

As the viscosity of lube oil is greatly influenced by the temperature, the choice of SAE-grade should be governed by the ambient temperature at engine site. Optimum operating behaviour will be attained if you take as a guide the oil viscosity diagram appearing alongside.

Should temperatures temporarily fall below the limits of SAE-grade selected, this will merely affect the starting performance, but cause no damage to the engine. The application limits should not be exceeded over a prolonged period, in order to keep wear down to a minimum. Oil changes dictated by the time of year can be avoided by using multi-grade oils. Multi-grade oils - particularly light-flowing oils - also tend to reduce fuel consumption.

List of recommended oils see on page 116.

To avoid damages by inferior lube oils we recommend to only use oil brands of the reknown oil companies, and to stick to the initially chosen brand.



Diesel fuels

a) Quality-grade of diesel fuels

Always use branded grades of diesel fuel having a sulphur content of 0,5 %. In case of a higher sulphur content, the periods between oil changes must be shortened.

The following fuel specifications are approved:

- DIN 51601
- NATO Codes F 54, F 75 and F 76
- BS 2869 A 1 and A 2
(in case of A 2, note sulphur content)
- ASTM D 975-81: 1-D and 2-D
- W-F-800a: DF-1 and DF-2

b) Winter fuel

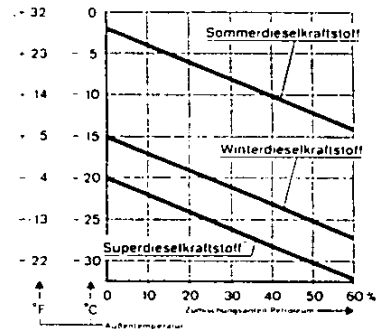
At low temperatures waxing may occur and clog the fuel system, thus causing operational troubles. In the case of ambient temperatures below 0°C use winter-grade diesel fuel (down to -15°C). Normally this is offered at filling stations in good time before the cold season starts. Diesel fuel with additives („Super diesel“) is frequently also on sale for use at temperatures down to -20°C .

- At temperatures as low as -15°C to -20°C , kerosene should be mixed with the diesel fuel.

The necessary percentages for admixing are to be seen in the diagram at right.

If summer diesel fuel has to be used at temperatures below 0°C , up to 60 % kerosene can be admixed (see diagram).

In most cases, adequate resistance to cold is also attained by adding a flow improver (fuel additive).



Prepare the blend in the tank itself! Fill in the necessary amount of kerosene first, then add diesel fuel.

- Unscrew the radiator cover (E_w III. 13) in order to check the cooling water level.
- All tyres must have the prescribed pressure (see page 77).
- Check lighting system.
- Check trailer hitch.



Be careful when engine is warm. Cooling liquid is pressurized. Slacken radiator lid at first slightly to release pressure. Danger of explosion if the air pressure of the tyres is too high.

During a short trial run check:

- Steering system, resp. the high-pressure hoses from steering to steering cylinder.
- Driving and parking brakes.

Remedy any fault at once!

Instructions for the use of

a) **Yellow flashlight (rotating beacon - special accessory)**

Pay attention to your local regulations. Generally, the use of the yellow flashlight is only permissible when cleaning streets or working in immediate vicinity of streets and roads.

b) **Headbeam (supplementary headlight)**

These beams must only be used if the effect of the normal headlights is limited by front-mounted implements.

Rear beams must not be used when driving on public roads.

E) Taking the tractor into service

1. Preparation

Move the regulation lever for driving speed (1 III. 4) to neutral (0) position (lowest position).

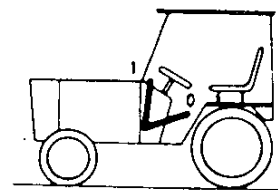
General instructions for starting

The starter button must never be used for more than 10 seconds.

Never actuate the starter with running engine.

Wait 5–10 seconds before repeating the starting procedure.

⚠ Never let the tractor run in enclosed space! (Danger of poisoning).



Before starting the engine move hand lever to „0“ position.

Starting with normal temperatures

a) Move manual speed regulator (13 III. 3) to approx. half load.

b) Put ignition key into ignition lock (14 III. 3) and turn to the right, position 1, until charging control lamp (5 III. 3) and oil pressure control lamp (6 III. 3) will light up.

c) Pull out knob of glow starter switch (15 III. 3) as far as stop.

Note: the driving speed regulator lever (1 III. 4) must be in neutral position (0), otherwise the engine cannot be started. As soon as the engine springs to life, release the glow starter switch. Charging control lamp and oil pressure control lamp must go out as soon as the engine runs.

d) Adjust the desired engine speed with the manual speed regulator (13 III. 3) resp. with the foot pedal speed regulator (20 III. 3).

Starting with low temperatures

- a) Move manual speed regulator to approx. half load.
- b) Put ignition key into ignition lock, and turn to the right, position 1, until the charging control lamp (5 III. 3) and the oil pressure control lamp (6 III. 3) will light up.
- c) Pull out knob of glow starter switch to 1st notch and hold (preglow) for approx. 1 minute, i. e. until the starter pilot lamp (7 III. 3) lights up, then entirely pull out button as far as stop.
Note: The driving speed regulator lever must be in neutral position (0), otherwise the engine cannot be started. The engine is turned through the starter. As soon as engine springs to life, release glow starter switch. Charging control lamp and oil pressure control lamp must go out as soon as the engine runs. Adjust the desired engine speed by means of the manual speed regulator, resp. with the speed regulator foot pedal.
- d) Adjust the desired engine speed with the manual speed regulator (13 III. 3) resp. with the foot pedal speed regulator (20 III. 3).

2. Driving



Before starting and operating the tractor adjust outside mirror to get a clear view forward and rear.

Starting and driving

- a) Move speed regulator to neutral position.
- b) Move selector lever for forward/reverse drive (34 III. 3) to forward driving position.
- c) By means of the speed regulator lever (32 III. 3) adjust the desired speed.
Driving on the road = push lever entirely forward (regulate the driving speed with the foot pedal – automatic regulation)
For working = adjust the lever until, with the right engine speed, resp. P.T.O. speed, the desired driving speed is obtained.
- d) Engage four-wheel drive when necessary.
- e) Increase engine speed, resp. regulate with the manual regulator, or by means of the foot pedal.



Attention: With the INCH pedal (27 III. 3) the driving speed can be reduced down to emergency stop.

Instructions for starting on slopes

Pay attention to points a – c above, increase engine speed, then open the parking brake (37 III. 3). The hand brake pilot light (8 III. 3) must go out.

Stopping the tractor

Throttle the engine down to idling speed.

Entirely depress the INCH pedal (27 III. 3). If necessary, use the driving brake (21 III. 3) in addition to the INCH pedal. Move the speed regulator lever (32 III. 3) to position 0 (neutral).

Actuate parking, resp. hand brake (37 III. 3). Hand brake pilot light (8 III. 3) lights up.

Shutting-off the engine

Move manual speed regulator (13 III. 3) to neutral position. Pull button (16 III. 3) until the engine shuts down. Move ignition key to neutral (0) position and remove.

If the engine has been under extreme load let it idle for 1–2 minutes before shutting it off (for temperature regulation).



Secure the tractor from rolling off. On slopes use wedges under the wheels.

Instructions for taking the tractor in tow

1. The front frame is provided with a towing hook.
2. Remove the plastic cover (4 III. 4) (on left side as viewed in driving direction).
3. Move driving direction lever (34 III. 3) to forward position.
4. Unhook Bowden cable on reversing lever.
5. Use a socket wrench to slacken with approx. 2 turns on the hexagon the high-pressure valves for forward drive (1 III. 33), and for reversing (2 III. 33). (If no socket wrench is available, the highpressure valve can be soackened from below with a straight 22 mm ring socket).
By this procedure the drive axle is uncoupled.
6. Since the engine is shut-off, steering needs more force.

Attention: Take care to retighten the high-pressure valves with the torque wrench set to break at 70 Nm (7,0 mkp) before taking the machine back to service.

Driving on slopes

Driving on slopes requires increased attention, and all safety precautions must be carefully observed.



Never shut-off the engine for driving downhill.

Adjustment of the track width

Adjustment of the track width see on pages 78/79.

The arrow on the tyres must always point in forward driving direction. Track widths, air pressure, wheel weights see page 77.

Check the wheel nuts regularly, specially after each change of wheels.

Stationary operation

If used stationary for some longer time, e. g. for driving a water pump, take care that the machine stands on level ground.

Adjustment of the track width

Track width adjustment see on page 78. The arrow on the tyre must always point in driving direction. Adjustment ranges for air pressure and wheel weights see on page 79. Regularly check wheel nuts for tightness, specially after each wheel change.

- When working on the wheels take care that the tractor is in a safe position and has been secured from rolling off.
- When working underneath the hitched-up tractor no persons must sit on the machine.
- Tyres must be principally repaired by skilled persons and with suitable tools.

Hydraulic power lift, front and rear

Hydraulic selector lever (26 III. 3) for operation of front hydraulics

Hydraulic selector lever (22 III. 3) for operation of rear hydraulics

Position H = Lift

Position O = Neutral (implement remains locked in instant height)

Position S = Lower (floating position)

Position D = Press

Rear power lift

Horizontal adjustment on the adjustable drawbar (1 III. 12). The handle nut (2 III. 12) prevents unintentional twisting. The length of the upper link arm (8 III. 12) can be changed. Here the handle nut also serves to prevent twisting. The lateral range of swing is adjusted on the buckle of the tension chains (10 III. 12).

- Before mounting implements on the three-point linkage move the hydraulic selector levers (26 III. 3 and 22 III. 3) to „0“ position.
- Be careful when attaching implements. Danger of accidents.
- For driving on roads tighten the chains. Implements must be in lifted position and secured against lowering by means of the control valve of the mechanical lock. Before leaving the tractor lower the implements to the ground. Remove the ignition key!
- Persons must not stand between tractor and implement before having made sure that the tractor has been secured from rolling off!
- When taking bends with trailed or mounted implements, consider overhand and swing of the implement.

- Note:** Operate the hydraulic system only if the oil is warm. If necessary let the engine run for a few moments. Otherwise the system may not correctly function.
- During working breaks principally release the hydraulic cylinder, i.e. lower the implements to the ground. (Danger of accidents).
 - The hydraulic pump continuously running, the lever must be only used for moving implements.
 - When using implements pay attention to your local safety regulations.
 - For transport the mechanical locking device must be engaged (3 III. 4).
 - Whilst driving 4 litres hydraulic oil can be taken from the hydraulic tank.

During stationary operation 11 litres can be taken (e. g. for operating an hydraulic dumper).

- Note:** Prior to driving again with the machine check the function of the hydrostatic steering by turning the steering wheel several times in both directions. (Thereby the system is automatically entilled).

- Note:** Before fitting hydraulic clutches plug and coupling must be cleaned.
- When mounting rear or front implements make sure that the axle load is sufficient. Steering and braking ability must be maintained.
 - Fit ballast weights (wheel weights) in the wheel rims!
 - Select front, rear and wheel weights so that the permissible axle loads and the permissible total weight, including the implement, are not exceeded.

F) Service and Maintenance

(See also attached Service Chart).

Please remember:

Good service will pay! Oil change and lubrication carried out in time is cheaper than consequential repairs!
Before lubricating, take care to clean lubrication nipples, oil filler, and oil drain screws and their vicinity.



- Before starting service and repair jobs shut-off the engine.
- When working on the engine principally disconnect the battery minus pole, and remove the ignition key.
- Secure the stationary tractor from rolling off.
- Repair and maintenance jobs completed refit all protections.

Service kit, Ref. No. 117 361

comprising: Ref. No. Description

019 468	Replacement filter for engine
117 363	Gasket
023 264	Replacement filter for fuel tank
116 849	Suction filter for hydraulic tank
116 837	Gasket for hydraulic tank
110 248	Filter cartridge for pressure filter
154 096	Filter cartridge (adjustment plate) (Ø45 x 90 up to production No. 199 67 39)
157 468	Filter cartridge (adjustment plate) (Ø47 x 84 up to production No. 199 67 40)
023 280	V-belt
020 606	Filter cartridge (air filter)

1. Engine

Check the oil level daily with engine off and tractor standing on level ground. Before measuring wipe the diprod (K1 III. 16) with a clean cloth. The correct oil level is between minimum and maximum mark. Top-up at once if the oil level has reached minimum mark. **Attention!** Never fill in more oil than prescribed.

a) Oil change

For the first time after 20 hours of operation, thereafter every 150 hours. With the tractor standing on level ground, open oil drain screw (A1 III. 19). Drain oil. (To ensure easy draining of the old oil, the engine should be still warm. Clean oil drain screw.



Be careful when draining hot oil-danger of burning.

Replacing filter cartridge (6 III. 14)

Unscrew worn filter and throw it away. For loosening tight filter use an aid. Remove any remnants of gaskets from the connection plate. Oil gasket of the new filter and firmly screw it in **by hand**.

Attention! With every oil change replace the filter cartridge.

Part Ref. No. of replacement filter cartridge: **019 468 (M & H. W 920)**

Refit oil drain screw (A₁ III. 19) in oil sump and tighten well. Then fill in fresh oil through the oil filler plug (E₁ III. 13). (Make sure everything is absolutely clean)! After the oil change make a short trial run. Thereby observe oil pressure pilot light (6 III. 3). Check filter for tightness. Then check oil level with the engine off.

Filling quantity

P 70
P 70 A 9,0 Litres
(incl. filter)

Use only clean HD oil for diesel engines of the right grade and viscosity.

List of recommended engine oils see on page 116

Below -10° C HD SAE 10 W oil or SAE 10-W 30

Up to +25° C HD SAE 20 oil or SAE 10-W 30

Above + 25° C HD SAE 30 oil or SAE 10-W 30

b) Dry-air filter with electrical service indicator (1 III. 18)

The dry-air filter consists of a cyclone preselector and a micro-filter cartridge forming, in one housing, a highly effective unit. Guide blades between filter cartridge and casing cause the sucked in dust air to swirl and to be led around the filter cartridge so that, along the wall of the housing, the dust is carried out through a dust outlet valve.

SERVICE

Dust outlet valve (2 III. 18)

Remove baked dust by pressing the valve together now and then.

Filter cartridge

Servicing time: The filter cartridge must be serviced if it is blocked up to the maximum permissible value which is indicated by the pilot lamp (4 III. 3) lighting up.

Replacement of filter cartridge:

Shut-off the engine. Slacken the 2 screws M8 (2 III. 25) and remove the cover (1 III. 25). Slacken wing nut (3 III. 18). Turn out hexagon nut (1 III. 20) and take off dirty cartridge. Use a wet cloth to clean the filter housing. Specially the contact surface of the cartridge. Be careful not to let any dust enter the engine via the clean-air duct!

Fastest and cleanest service is to replace the dirty cartridge by a new one.

Ref. No. of MANN-micro-top-cartridge:	C 13 114/4
Holder Ref. No.:	020 606

Assemble the new, or the cleaned filter cartridge, in reverse order.

Attention! The dust outlet valve must point outwards (2 III. 18).

Cleaning of the filter cartridge

If necessary the air filter cartridge can be cleaned.

a) By blowing out with compressed air

For this purpose, the compressed air pistol should be provided with a tube with a 90° bent at its end. The tube should reach down to the filter bottom. By moving the tube up and down in the cartridge blow it out with compressed air from inside out until there will be no dust left.

b) By washing

The filter cartridges can be washed up to 6 times. For washing air filter cartridges of paper we recommend the MANN detergent 053.

This detergent has proved ideal for the cleaning of filter cartridges because it will remove any kind of dirt, such as soot etc. Instead of the MANN 053 detergent, we can also recommend the comparable industrial detergent P3RST.

Washing solution

Mix approx. 20 g detergent 053 (approx. 3 spoons full) with 1 litre water (1:50). Put the detergent into the water and stir.

Since the detergent may have an adverse effect on your skin we recommend to wear rubber gloves when cleaning the filter cartridge. At least, protect your hands with a lotion. Should the solution get into your eyes wash them out with clear water at once.

Washing

Note: If the dirt in the cartridge consists of loose dust we recommend to blow it out as described above before washing it.

1. Soak cartridge for ten minutes in handwarm washing solution (approx. 40° C).
2. Move it in the washing solution for 5 minutes.
3. Rinse it in clear water (also under the tap, or with a hose, but not with a sharp jet) until the water comes off clean.
4. Thoroughly shake the cartridge, put it in a dust-free room and let it dry with the clean-air side covered up. Never let the cartridge dry in temperatures of more than 60° C. When re-using the cartridge it must be absolutely dry.

c) Provisionally by beating

Only in emergency cases where blowing out or washing is not possible.

With its front side, put the cartridge on a firm base and beat it until the dust will come off. Use no force. Avoid damages to the cartridge.



Never use petrol or easily inflammable detergents for cleaning the air filter. A fire or explosion might be the consequence.

Caution: Never let the engine run without air filter. (Premature wear)!

Every time the filter cartridge has been cleaned, before reassembly check it for damages of the paper bellows. To do so insert a lamp into the centre tube of the cartridge. The bellows is damaged if light shines through. Cartridges with damaged paper bellows or gaskets must not be re-used, but must be replaced by new ones.

We recommend not to wash filter cartridges of paper more than three times.

At any rate they should be replaced after two years.

Cooling system

Check cooling water level daily when the engine is cold.



Be careful if engine is still warm. Open radiator cover (Ew III. 13) only as far as stop to release excess pressure. Only then open cover entirely.

The cooling agent thermometer has 3 colour fields.

White: Engine temperature too low. **Green:** Normal operation temperature. **Red:** Engine overheats, must be shut-off at once.



Overheating of the cooling water may have the following reasons: radiator dirty, insufficient cooling water, defective water pump, thermostat does not respond, V-belt loose or torn.
In danger of frost add anti-freeze agent, resp. have cooling concentration checked. The anti-freeze agent „Glysantin“ (effective up to -30°C -22°F - is filled in from the manufacturers all the year round.

Cleaning the radiator

Remove insects and dust deposits by blowing with compressed air through the radiator shutter from the engine side. For coarse cleaning remove the front grate by opening the two sealing screws (3 III. 10) and sweep the front of the radiator shutter.

Cleaning the oil cooler (2 III. 24)

Daily, before use, remove the radiator shutter and check oil cooler (2 III. 24) for contamination. If the oil cooler cores are dirty, the cooler must be cleaned under any circumstances.

In special cases where the radiator will get dirty fast (e. g. with a frontmounted grass cutter) the plastic radiator shutter can be removed by opening the 2 screws (3 III. 10) for replacement by a punched metal shutter (2 III. 34). In case of clogging the metal shutter can be cleaned easily and fast.

Draining the cooling water open drain cock (Aw III. 14) on engine.

V-belt

The V-belt (4 III. 15) has the right tension if it can be pressed in with a finger approx. 7 mm between the two belt pulleys of the fan and the dynamo (2 III. 15). To retighten slacken screw (3 III. 15) on the adjustment bracket, and the screw of the dynamo fixture. Press dynamo outwards until the V-belt has the right tension. Retighten the screws. V-belts which are too tight will cause premature wear of the bearings. Loose V-belts will cause the belt pulleys and the bearings to run hot. Besides, the dynamo capacity will be insufficient.

Note: New V-belts tend to get loose after a few hours of operation. We therefore recommend to check the V-belt tension after only a few hours, and to retighten if necessary.

Valve tolerance (Have principally adjusted by a skilled mechanic)!

After the first 20 hours of operation check the valve tolerance with a feeler gauge (in cold condition for inlet and exhaust valve 0,18 – 0,22 mm), thereafter, under normal operation conditions, every 300 hours.

Adjustment of the valve tolerance

To adjust the valves remove the valve cover (3 Ill. 17) by slackening the 4 fixing nuts (1 Ill. 15).

The sequence of the cylinders as listed is as viewed from the radiator side. Direction of revolution of the engine is clockwise, as viewed on the V-belt pulley of the crankshaft.

Adjustment is carried out in the sequence of their ignition, resp. the piston must be in top dead centre at the end of the compression stroke.

Sequence of ignitions:

P 70 engine type V 1702 B / V 1902 B = 1 3 4 2

V 1702 B / V 1902 B

Adjusting cylinder I valves: at intersection of cylinder 4 exhaust and inlet valve.

Adjusting cylinder II valves: at intersection of cylinder 3 exhaust and inlet valve.

Adjusting cylinder III valves: at intersection of cylinder 2 exhaust and inlet valve.

Adjusting cylinder IV valves: at intersection of cylinder 1 exhaust and inlet valve.

It must be possible to „only just“ insert the feeler gauge (F Ill. 17) in the gap between rocker arm and valve on outlet, as well as on exhaust valve. If this gap is too narrow, or too wide, slacken counter nut (1 Ill. 17) and reset the adjustment screw (2 Ill. 17) so that, with the counter nut retightened, the feeler gauge can be pulled out without resistance.

Injection nozzles (5 Ill. 15)

After every 600 hours of operation dismantle, clean, and have checked with a Bosch test device (test pressure 137 bar).

Replacing the fuel filter (1 Ill. 22)

The fuel filter cannot be cleaned.

Part Ref. No. of the filter insert: 023 264 (Bosch No. 14574 34062).

Depending on the degree of dirt, the fuel filter, assembled between engine and radiator, must be replaced after approx. 300 hours of operation.

Note: To open the fuel filter, we recommend to use a filter spanner.

Note: For better demonstration, the photo was made without the water hose fitted.

Ventilating the fuel system

Ventilating the fuel system is necessary:

- a) after the fuel tank has been run empty,
- b) if the fuel pipes have been slackened, or dismantled, i. e. if air has entered the pipes on the suction chamber of the fuel injection pump (e. g. by running the fuel tank empty).

Ventilation after tank was run empty

Open ventilation cock (5 III. 14). Use your left hand to pull, through the side window of the right door, the starter knob (15 III. 3), and with your right hand, press decompression lever (11 III. 14) upwards.

Let engine turn through the starter for approx. 30 seconds, then release decompression lever (11 III. 14). Then the engine will start at once. Shut ventilation cock (5 III. 14).

- c) **When changing the fuel filter** (The fuel tank must be entirely full)

Slacken ventilation screw (2 III. 22) on upper section of fuel filter, and open ventilation cock (5 III. 14) of fuel injection pump. If fuel comes out free from bubbles, shut the ventilation screw.

Gearbox

Lubrication nipple

Grease all lubrication nipples (S) after every 150 hours of operation, resp. every month.

Under unfavourable operation conditions, and in tropical areas, the nipples should be greased in shorter intervals.

Note: The lubrication grease must contain no resin, no acid, or other detrimental agents. Ball bearing grease must not be used for lubrication. We recommend lithium-saponified multi-purpose grease with a penetration rate of 260 to 290.

Examples:

SKF	MOBIL	BP	ESSO	ELF	ARAL	SHELL	VALVOLINE	TEXACO
Wälzerol FM	Mobil grease MP	BP Energrelse LS 2	EXXON Multi- purpose grease BEACON 2	ELF Multi 2 ELF Rolexa 2 ELF Epexa 2	Multi-pur- pose grease Longtime grease H	SHELL Retinax A	VALVOLINE LB - 2	Multifak 20

Instructions for oil change

For every oil change the oil must have operation temperature, and the tractor must stand on level ground.

Gearbox rear axles

Change the oil for the first time after 150 hours of operation, thereafter every 1500 hours. Unscrew the drain screws (A₂ III. 12), and clean in diesel oil, then drain the oil. Then refit screw and take care that sealing is correct.

Turn out filler screw (E₂ III. 30) and pour in 14 litres SAE 80 gear oil.

(Fit filler screw so that its ventilation bore will point forward in driving direction.

Control the oil level on sight glass (K₂ III. 31).

Attention when filling!

The filling quantity of 14 litres must be maintained.

If the tractor is used stationary for some time (e. g. to drive a water pump) the machine must be put on level ground.

Hydraulic system

Variable capacity hydraulic pump and hydro motor (constant motor)

The variable capacity hydraulic pump, and the hydro motor are service-free.

Service work concentrates itself on the system, where the oil must be changed and the filter replaced in order to keep the system clean.
If the system is carefully supervised, and regularly serviced, premature failures and repairs can be avoided.



- The hydraulic system is under high pressure. When searching for leakage points use a suitable aid so as to avoid being hurt.
- When working on the hydraulic system it is a must to shut-off the engine and to secure the tractor from rolling off.
- Before working on the hydraulic system release the pressure and lower mounted implements.
- When connecting hydraulic cylinders and motors pay attention to correct connection of the hydraulic hoses!
Interchanged hoses will cause reverse function (e. g. lifting/lowering). Danger of accidents!
- Regularly check the hydraulic hoses for damages and age. If necessary replace.

Oil level in the hydraulic system

Check, resp. fill in oil only with shut-off engine, and with retracted piston rods of the working cylinder. After removing the filling screw (E_H III. 25) the oil level must be up to the bottom of the filling strainer. For checking — remove the filling strainer.

Hydraulic oil change

1. Hydraulic oil change after 500 hours of operation.
2. Hydraulic oil change after 1500 hours.
3. Thereafter every 1500 hours, or once a year, independent of operation hours. With the tractor on level ground, unscrew oil drain screw (A_H III. 20). (Change the oil whilst the tractor is still warm from operation. Before refilling, clean the oil tank of oil deposits.
Clean oil drain screw, refit, and tighten well.

Attention: With every hydraulic oil change replace the suction filter (2 III. 27).

Filling quantity: P 70 = 16 litres

P 70 A = 18 litres

List of recommended hydraulic oils see on page 117.

Dismantling the suction filter (2 III. 27)

1. The hydraulic system must be pressureless, and the lift arms lowered.
2. Disconnect hydraulic hoses from hydraulic coupling (1 III. 26).
3. Unscrew cover (1 III. 27) by slackening the 12 screws (2 III. 26).

4. Use an SW 19 spanner to unscrew suction filter (2 III. 27) on the hexagon of (3 III. 27).
5. Remove suction filter (2 III. 27) from hexagon, and throw it away.

Part Ref. No. of suction filter: 116 849.

Reassembling suction filter

1. Assemble new filter insert on hexagon.
 2. Screw filter with hexagon screw into hydraulic system and tighten with SW 19 spanner.
 3. If the gasket has not been damaged in assembly, refit cover (1 III. 27). (Otherwise replace gasket).
 4. Wash ventilation filter, resp. filler screw (4 III. 27) in diesel oil.
 5. Pour in through filler socket (EH III. 25) hydraulic oil Mobil DTE 16, or, in temperatures of -10°C Mobil DTE 13. (See list of recommended hydraulic oils on page 117.
- Filling quantity P 70 = 16,0 litres / P 70 A = 18,0 litres.

Passage filter (5 III. 13)

Replace the passage filter for the first time after 30 hours of operation, thereafter every 300 hours.

Dismantling the passage filter

1. The hydraulic system must be pressureless, and the lift arms lowered.
2. Use an SW 19 spanner to unscrew the filter housing (1 III. 28) from the quadrant.
To facilitate dismantling and reassembly of the filter we recommend to unhook the gas rods from the ES bolt (near 3 III. 14).
3. Pull off paper insert (2 III. 28) downwards, and throw it away.
4. Wash filter housing in diesel fuel.
5. Check O-ring and shim of upper section, and, if damaged, replace.

Part Ref. No. of filter element: 110 248.

Reassembling the passage filter

1. Slide new paper insert onto the outlet socket.
2. Slide filter housing carefully over the paper insert, screw it into the upper section as far as stop, and tighten it with spanner SW 19.
3. Start engine and let it idle to check the filter for tightness. Then, if necessary, top-up to bottom of filler strainer (E4 III. 25) with hydraulic oil Mobil DTE 16. (Consult list of recommended oils on page 114).

Hydraulic filter and variable capacity hydraulic pump (1 III. 29)

Change the filter element for the first time after 20 hours of operation.

Change the filter element for the second time after 500 hours of operation
Thereafter with every oil change.

In addition replace the filter element as soon as, with the gearbox warm from operation, a low pressure of less than 0,8 bar develops.

Note: Use only filter elements with a filter fineness of 10 µm.

Removing the filter element

1. The engine must be shut-off.
2. Use an SW 27 spanner to unscrew the filter housing (1 Ill. 29) from the hexagon.
3. Pull paper insert off to the rear and throw it away.
4. Wash the filter housing in diesel oil.
5. Check whether O-ring and shim of the upper section are in order (replace damaged parts).

Part Ref. No. of filter element: 154 096.

Reassembling the filter element

1. Slide new paper insert onto the outlet socket.
2. Slide filter housing carefully over the paper insert, screw it into upper section as far as stop, and tighten with spanner SW 24.
3. Start engine, let it idle, and check filter for tightness.
Then, if necessary, on filler plug (E4 Ill. 25) top-up to the bottom of the filling strainer with hydraulic oil Mobil DTE 16 (see list of recommended oils page 116).

Brakes



- Before each use check function of the brakes.
- The braking systems must regularly undergo a thorough inspection.
- The braking system can only be repaired and adjusted by accredited workshops, or brake service stations.

After the first 20 hours of operation check the function of the brakes and, if necessary, readjust. Thereafter, check function of the brakes every time before taking the vehicle into use, and readjust if necessary. The brakes should be principally adjusted by an accredited workshop. The parking brake must be adjusted on both sides of the wheels by means of setnut (32 Ill. 31). The driving brake is adjusted by means of setnut (1 Ill. 32), also on both wheel sides.

Note: For readjusting the brake, the corresponding wheel must be lifted with a jack. Turn the adjustment screws so that the wheel can still be slightly turned.

Check the brake fluid every 150 hours of operation

(The brake fluid container (Eg III. 13) must always be full to upper mark).



- Use only recommended brake fluids - renew every 2 years!
- Be very careful when handling brake fluids (poisonous and caustic)!
- Never spill the brake fluid, but put it properly away.

Checking and adjusting the toe-in

When carrying out the services at 20, resp. 300 operation hours, check the toe-in for 3–6 mm and, if necessary, have it adjusted in the workshop.

Lighting (electrical system)

Have the lighting system, including the pilot lamps on the dashboard, checked by a skilled mechanic every 150 hours of operation. (Wiring diagram III. 39).

Lighting of front- and rear-mounted implements

Pay attention to your local regulations for the lighting of implements.

III. 40 shows which set of lamps is required in connection with rear-mounted implements:

- (1) 3-piece set of lamps
- (2) Set of position lamps (3-piece lamp set must be available).

If the headlights are covered by front-mounted implements, the auxiliary pair of headlights (8 III. 9) must be put on.

Note for removing the battery

Slacken 2 hexagon nuts SW 13 (1 III. 35) and slide battery to the left (as viewed in driving direction) as far as stop.

Battery maintenance

Regular control of battery and acid level is very important. The acid level must be approx. 15 mm above the plates. Vaporization will cause the acid level to sink so that it must be regularly refilled (with distilled water).

Check every 4, during the warm seasons every 2 weeks. At that occasion we also recommend to check battery and connection terminals for tight fit. Specially for the sake of the starter there must be a good, grease and oxidation-free connection between battery terminals and pole bands so that there will be sufficient flow of current. To avoid oxidation thoroughly clean the terminals, particularly their lower sides, and grease them with anti-acid grease.

Starting in winter necessitates an entirely loaded battery because cold starting in winter requires much more energy than starting in the warm season.

If the tractor is used for short periods only, charging the battery with the generator is insufficient, and it should be recharged with a charging unit from time to time.

Attention! To avoid short circuits, which may cause the battery to be destroyed, take care to always disconnect first the ground cable from the minus pole. When reconnecting, first connect the positive lead with the positive pole.



- When working on the electrical system principally disconnect battery negative pole!
- Make sure to connect accurately. First positive pole, then negative pole. For disconnecting proceed vice versa.
- Be careful with battery gases. Explosive!
- Avoid sparks and open flames in the vicinity of the battery!
- For changing the battery remove battery cover to avoid accumulation of highly explosive gas!
- Be careful when handling battery acids - caustic!
- Use only recommended fuses. The electrical system will be destroyed if too strong fuses are used. Danger of fire!
- Always cover up the positive pole. Danger of explosion in case of mass connection!

Instructions for three-phase generators

1. The generator must not be actuated before all terminals have been connected. Otherwise the rectifiers will be damaged.
2. If built-in batteries are charged, first disconnect the battery cables.
3. Never carry out any welding jobs on engine and tractor before having disconnected the generator (damages of the rectifiers).
4. Always disconnect the battery before connecting or disconnecting any test units.
5. Never start the engine (generator) before having connected the battery.

Danfoss-Orbitrol Steering

- a) After every 150 hours of operation (under extreme operation conditions daily) check the high-pressure hoses of the steering cylinder for damage (e. g. friction). If necessary replace. Steering cylinder and mechanical connection elements should also be controlled.

Attention! The high-pressure hoses have been tested with a pressure of 510 bar (5 times their operation pressure). Therefore it is important to replace them by original ones.

- b) In case of oil leak, look for the leakage point and remedy the damage. At any rate check hoses and connection armatures. Repairs of the hydrostatic steering system must be left to the skilled mechanics of Danfoss, or specially trained staff.



If the hydraulic pump fails the steering can still be operated for a short time, however needs increased steering force. Have failure at once repaired by an accredited workshop!

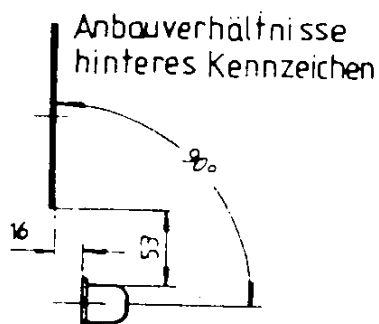
Cleaning the fresh-air filter (1 III. 11)

The intervals for cleaning the fresh-air filter depend on dust development.

However, it should be cleaned at least once a year. Slacken hexagon nut (3 III. 11). Remove filter cover (1 III. 11) with filter insert. Blow out filter, or if very dirty, wash it. Refit the filter.

G) Assembly position for rear licence plate

The illustration shows how the rear licence plate must be fitted in order to comply with German regulations.



Assembly position for front licence plate

The illustration shows how the front licence plate must be fitted in order to comply with German regulations.

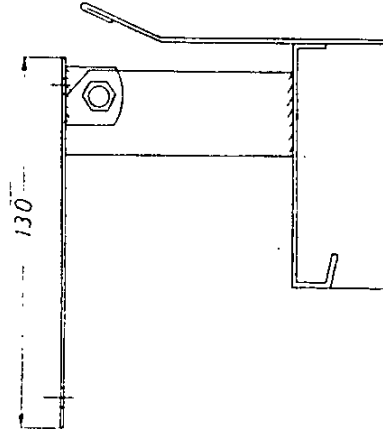
H) Transporting persons

For transporting persons the tractor must be provided with suitable seats. Pay attention to your local regulations for transporting persons.

I) How to value a tractor

Motorcars are normally valued by driven kilometers, and their age. Tractors are valued by operation hours, and age with the following guiding principles:

1 hour of operation =	50 driven kilometers	300 hours of operation =	15000 driven kilometers
10 hours of operation =	500 driven kilometers	600 hours of operation =	30000 driven kilometers
150 hours of operation =	7500 driven kilometers	1500 hours of operation =	75000 driven kilometers.



K) Tightening torques for screw connections

Hex. screws and studs	M 6	M 8	M 10	M 12	M 14	M 16	M 18	M 20
Unmarked screws	8,5 Nm (0,85 mkp)	19,5 Nm (1,95 mkp)	42 Nm (4,2 mkp)	70 Nm (7,0 mkp)	120 Nm (12,0 mkp)	185 Nm (18,5 mkp)	270 Nm (27,0 mkp)	380 Nm (38,0 mkp)
Screw quality 8.8 resp. 7	10,5 Nm (1,0 mkp)	25 Nm (2,5 mkp)	49 Nm (4,9 mkp)	86 Nm (8,6 mkp)	135 Nm (13,5 mkp)	210 Nm (21,0 mkp)	300 Nm (30,0 mkp)	425 Nm (42,5 mkp)
Screw quality 10.9 resp. 9	13,2 Nm (1,32 mkp)	39 Nm (3,9 mkp)	69 Nm (6,9 mkp)	117 Nm (11,7 mkp)	190 Nm (19,0 mkp)	295 Nm (29,5 mkp)	430 Nm (43,0 mkp)	610 Nm (61,0 mkp)

In the engine the screw quality is marked with 7 and with 9.

Cylinder head screws	= 76 Nm (7,6 mkp)
High-pressure valves	= 70 Nm (7,0 mkp)
Hexagon screws M 10 (servostat on steering support)	= 49 Nm (4,9 mkp)
Tension screws for hydraulic control valves	= 25 Nm (2,5 mkp)
Axles on gearbox M 10	= 49 Nm (4,9 mkp)
Attachment rail for trailer hitch M 14	= 135 Nm (13,5 mkp)
Front wheel bearings	= 50 Nm (5,0 mkp)
Wheel fixture front and rear	= 215 Nm (21,5 mkp)

L) Special accessories

Front shutter (punched)
Part Ref. No. 117 680

Rotating beacon
Type 4634-72

Arm rests
Part Ref. No. 117 210

Backrest elongation
Part Ref. No. 117 209

Front P.T.O.
Type 4662-60.

Rear working lights
Type 5234-88

Frontloader (detachable)

Type 4629-1	=	Frontloader with 2 single-acting lift cylinders
Type 4628-2	=	Frontloader with 2 double-acting lift cylinders
Type 4628-74	=	Snow blade (1200 mm wide)
Type 4628-75	=	Earth blade (1000 mm wide)

Additionally required: rear weight of approx. 300 kg

Technical data:

Lifting height:	approx. 2500 mm on the edge of the lifter arm
Lifting capacity:	approx. 3000 N (300 kg)

Operation:

The frontloader is operated via the control valves (24 and 25 III. 3) of the front hydraulic couplings.

Operation lever for frontloader arm	=	lever (24 III. 3)
Operation lever for tilting device	=	lever (25 III. 3)

Transport lock (3 III. 3)

Lock (3 III. 4) to the right:	Locks only lever (22 III. 3) for rear hydraulics
Lock (3 III. 4) to the left:	Locks all hydraulic levers
Lock (3 III. 4) in centre position:	All hydraulic levers unlocked

Detaching the frontloader:

The frontloader arms with accessories can be easily and fast detached without the aid of tools.

1. Put the loader arms on level ground and lower them with the hydraulic lever (24 III. 3).
2. Take the props (3 III. 36a) out of their fixture (4 III. 36a) and put them on the ground. Thereby use locking resp. adjustment lever (5 III. 36a).
By pushing the adjustment lever (5 III. 36a) the height of the props can be accurately adjusted.
3. Remove the mounting pins (1 III. 36a) of the mounting plate on both sides.
4. By means of the hydraulic lever (24 III. 3) lift the frontloader arms from the mounting support (4 III. 36b) so that the tractor can be reversed.
Attention! Do not yet reverse! Shut-off engine.
5. Using the adjustment lever (2 III. 36b), readjust the props (2 III. 36b) so that they will touch ground on both sides.

6. Disconnect the hydraulic pipes (2 III. 36a) on the left and right tear-off couplings and put them on the loader arms so that they will not get damaged when the tractor is reversed. (See 3 III. 36b).
7. Remove the tractor from the frontloader by reversing. (See III. 36c)
8. Assemble the frontloader on the tractor in reverse order.

When driving and working with the front loader pay attention to the following:

1. Use a ballast weight or an implement in the 3-point linkage.
This will increase stability and take the load off the front axle.
2. **With lifted load** do not sharply reverse or brake - never drive faster than circumstances will permit.
When driving on slopes and when taking bends lower the load and drive slowly.
3. Never use loads to one side of the loader arm in order to prevent the unit from turning over sideways.
4. **For work with the frontloader put the tractor on widest possible track.**
This will further increase stability.
5. For driving on public roads the loader implement must be empty, the loader arms must be in entirely lifted position, and the lever of the control valve must be secured. Unintentional lowering of the front-loader can have severe consequences.
6. Do not operate the front loader whilst persons are within its range.
7. When interrupting work, lower the implement.
8. For repairs of implement or hydraulic system lower the loader completely so that it will be pressure-less, and shut-off the engine.
9. Never use the frontloader as an „assembly platform“, or for transporting persons.
10. Before starting the engine when the front loader is lowered, take care to put the control valve to neutral position.

Service

Grease the lubrication nipples (S III. 36a) of the bearing points once a week.

M) List of recommended engine oils and Lubricants

Brands of oil which comply with the US. Military Specification MIL-2104C after API quality CD/SE.

	Single-grade oils	Multi-grade oils	Lubricants
	MIL-L-2104C API CD/SE	MIL-L-2104C API CD/SE - CE/SF/SG	Penetrationszahl 260 - 290
ARAL	Aral Turboral Motor Oil	Aral Multi Turboral SAE 15 W-40	Mehrzweckfett Langzeitfett H
BAYWA	BAYWA HD Superior	BAYWA Super 2000 CD BAYWA HDC 1540	Mehrzweckfett Spezialfett FLM
BP	BP Vanellus C3	BP Vanellus Multigrad SAE 15 W-40	BP Energese LS 2 Mehrzweckfett LS
CASTROL	CASTROL Deusol CRD	CASTROL Deusol RX Super	CASTROL Spheerol AP 2
ESSO	Essolube XD 3 +	ESSOLUBE XD3 + 15 W-40 Multigrade MOTORENÖL MHC 15 W-40	EXXON Mehrzweckfett BEACON 2
ELF	ELF Performance 3 C	ELF Multi Performance 3 C 15 W-40 ELF Presti Diesel	ELF Multi 2 ELF Rolexa 2 ELF Epexa 2
FINA	Fina Kappa Plus	Fina Kappa Plus Multigrade Motor Oil SAE 15 W-40	Marson L 2
FUCHS	Renolin HD Superior Titan Universal HD	Titan Universal HD 1540 Renolin HD Superior 1540	Renolit MP, Renolit Adhesiv 2 Renolit FLM 2
MOBIL	Mobil Delvac 1310, 1320, 1330, 1350	Mobil Delvac Super 15 W-40	Mobilgrease MP
SHELL	Shell Rimula X	Shell Myrina, Shell Myrina T Shell Rimula X Multigrad	SHELL Retinax A
TEXACO	Ursa Super LA	Ursa Super LA Multigrade SAE 15 W-40	Multifak 20
VALVOLINE	Valvoline HDS Topflite C-3	Valvoline HDS Topflite XRC	VALVOLINE LB 2
VEEDOL	Veedol Cadol HD Ultra	Veedol Dieselstar SAE 15 W-40	-

We do not claim this list to be complete. Oils of other companies can be used too, provided they comply with our regulations.

N) List of recommended hydraulic and gear oils

HYDRAULIC OILS:

	below -10° C	-10° C + 40° C	GEAR OILS:
ISO- Viscosity class HLP (HM) HV	VG 32. HV	VG 68 HV	MIL-L2105 resp. API-GL4
ARAL	Vitam HF 32	—	SAE 80
AVIA	AVILUB HVI 32	AVILUB HVI 68	EP SAE 80
BP	BP Bartran HV 32	BP Bartran HV 68	—
CASTROL	HYSPIN AWH 32	HYSPIN AWH 68	EP SAE 80
CHEVRON	EP Hydr. Oil 32 HV	EP Hydr. Oil 68 HV	HYPOY 80
ESSO	UNIVIS J 32	UNIVIS N 56	—
ELF	Hydrelf 32	Hydrelf 68	GP-D 80
FINA	HYDRAN HV 32	HYDRAN HV 68	Tranself EP
FUCHS	RENOLIN MR 520	RENOLIN MR 1030	PONTONIC N SAE 80 W
OPTIMOL	HYDO MV 5035	HYDO MV 5065	RENOGEAR MP 80
MOBIL	DTE 13	DTE 16	—
SHELL 2)	Tellus Öl T 32	Tellus Öl T 68	MOBILUBE GX 80 W-A
TEXACO	Rando Oil HD AZ-32	Rando Oil HD CZ-68	Spirax MA 80 W
VALVOLINE	VALVOLINE ETC-25	VALVOLINE ETC-35	Geartex EP-A SAE 80 W
HD Engine oils1)	SAE 10 W 30 can be used all year round.		VALVOLINE X-18 SAE 80

1) after API-CC resp. MIL-L-2104B and MIL-L-46152.

Note: For temperatures over 0° C only oils of ISO viscosity class „VG 68“ are permitted.

O) Trouble-shooting engine

Failure	Possible Cause	Remedy
Engine does not start	Fuel tank empty	Fill tank and bleed fuel pipes
	Fuel filter clogged - in winter because of paraffin.	Replace fuel filter. Use winter fuel.
	Fuel pipes leaking	Check all pipe connections for tightness and tighten screw unions
Engine starts badly	Battery capacity insufficient, battery terminals loose and oxydize. Starter turns slowly. In winter: engine oil not sufficiently viscous.	Have battery checked. Clean battery terminals, tighten them, and treat them with an acid-free grease. Use an engine oil which is in conformity with outside temperatures.
	Fuel feed insufficient. Fuel system blocked-up by paraffin.	Replace fuel filter. Check pipe connections for tightness and tighten screw unions. If required by outside temperatures use winter fuel.
	Coarse leaks on piston and cylinder head.	Have checked by a skilled mechanic.
Engine works irregularly and performs badly	Fuel feed insufficient.	Replace fuel filter. Check pipe connections for tightness and tighten screw unions.
	Air filter system dirty.	Clean air filter system.
	Relief valve of fuel injection pump not correctly responding.	Have checked by a skilled mechanic.
	Valve tolerance not in order.	Have valve tolerance adjusted.
	Valve spring broken.	Have valve spring replaced
Exhaust smokes heavily light (oil smoke) dark (fuel)	Nozzle needle jammed	Have checked by a skilled mechanic.
	Oil level in engine too high	Drain oil to upper dipstick mark.
	Bad combustion owing to burnt or broken combustion rings, or incorrect valve adjustment.	Have combustion rings and pistons checked by a skilled mechanic. Adjust valve tolerance correctly.
	Injection incorrectly timed.	Have checked by a skilled mechanic.
	Air filter system dirty.	Clean air filter system.

Failure	Possible Cause	Remedy
Engine overheats	V-belt loose or torn	Check V-belt tension. Replace V-belts.
	Radiator fins blocked	Clean radiator fins with compressed air (from inside out)
	Thermostat defective	Replace thermostat
	Air filter dirty	Clean air filter
	Injection nozzles defective	Have checked by a skilled mechanic
	Fuel pump delivery not accurately adjusted	Have correctly adjusted by a skilled mechanic
No oil pressure in engine.	Leaks in the lubrication system.	Check unions of oil pipe and lubrication oil filter for tightness, and tighten.
Oil pressure pilot lamp lights up	Crankshaft bearings have too much tolerance. Oil pressure switch defective, or fault of the electric cables.	Otherwise, consult a skilled mechanic.
Charging control lamp lights up during operation	V-belt loose or torn. Battery not charged by generator.	Check V-belt tension, replace V-belt. Have checked by a skilled mechanic.
Charging control lamp does not light up before starting	Bad cable connection, bulbs defective, battery discharged	Tighten battery terminals Check cable connections Have battery checked
Oil pressure control lamp does not light up before starting	see above, or oil pressure switch possibly defective.	see above

P) Trouble-shooting - Hydrostatic Drive

Failure	Possible Cause	Remedy
1.1 No forward drive, no reverse drive	a) Pump adjustment lever loose on adjustment bolt of HW control valve. (Shifting does not function). b) Pump adjustment lever does not swing out. Draw spring of driving speed selector lever (forward/reverse shift) broken. c) Oil level in hydraulic tank too low. d) Suction pipe bent or blocked-up. e) Suction filter very dirty. f) Oil motor defective (too much leak oil). g) Drive from oil motor to differential interrupted. h) High-pressure limitation valves in tow position. i) Drive from diesel engine to variable capacity hydraulic pump interrupted.	Tighten clamping screw of pump adjustment lever and adjust selector rods. Assemble new draw spring in driving direction lever (forward/reverse shift). Top-up hydraulic oil. Check arrangement of suction pipe and whether it is blocked-up. Wash suction filter of the tank. Replace oil motor. Check rear gearbox drive. Turn in high-pressure limitation valves so that they will tightly fit. Check drive.
1.2 Drive functions only in one direction	a) The pump adjustment lever functions in one direction only. b) High-pressure valve for forward or reverse drive dirty, or incorrectly adjusted.	Check selector rods. (For basic adjustment see Instructions No. 117681) Check the high-pressure valves for forward and reverse drive, resp. replace the corresponding valve.
1.3 Tractor starts only with a high engine speed, or stops in neutral.	a) DA control cartridge dirty, or incorrectly adjusted. b) Oil foams heavily. c) Suction pipe not airtight. d) Suction filter dirty. e) Oil insufficiently viscous, hence overheating of the oil.	Adjust or, if necessary replace DA control cartridge. Insufficient, or incorrect oil in hydraulic tank. Check suction pipe. Wash suction filter of tank. Change hydraulic oil. (See list of recommended oils page 117).

Failure	Possible Cause	Remedy
1.4 Insufficient tractive power in both directions, or bad acceleration.	a) High-pressure valves dirty, or incorrectly adjusted.	Check high-pressure valves. (If, after adjustment, or replacement of the high-pressure valves, a pressure of 300-400 bar is not reached, check supply pump pressure valve.
	b) Supply pump pressure valve dirty.	Check, resp. replace supply pump pressure valve.
	c) Speed of diesel engine too low, or capacity insufficient.	Check diesel engine.
	d) Oil temperature too high	Pay attention to paragraph 1.5, oil temperature.
	e) Oil motor defective (too much leak oil)	Replace oil motor.
	f) Speed of diesel engine sinks under load.	Check diesel engine.
	g) Supply pump defective.	Replace supply pump, or complete variable capacity hydraulic pump.
	h) Insufficient flow in suction filter and suction pipe.	Check suction filter and suction pipe.
1.5 Heating of the oil, or noise in the hydraulic system	a) Oil level too low.	Top-up hydraulic oil.
	b) Wrong hydraulic oil.	Use only recommended hydraulic oils. See list of recommended hydraulic oils page 117.
	c) Cooling fins of oil cooler dirty.	Clean oil cooler.
	d) Bypass valve of the hydraulic tank not closing. Oil not passing the oil cooler.	Check bypass valve.
	e) Oil motor defective (too much leak oil).	Replace oil motor.
	f) Air sucked in by suction pipe.	Check suction pipe and seal it.
	g) Drive is overcharged (uphill with too heavy trailer load) so that the oil passes the high-pressure limitation valves.	Do not overload machine.
	h) Suction filter dirty.	Wash suction filter of tank.
	i) Suction pipe blocked-up.	Check suction pipe.
1.6 Indicated driving speed is not reached, or exceeded when reversing.	a) Selector rods incorrectly adjusted.	Check adjustment of selector rods.
	b) Reversing speed too high.	Check stop buffers for reverse drive. The max. speed of 15 km/h must not be exceeded.

Q) Trouble-shooting - Hydraulic system and steering

Failure	Possible cause	Remedy
Power lift or hydraulic cylinder not responding even though the selector valve can be normally moved: no pressure building up. (Steering works normal)	Pressure limitation valve jammed by foreign body.	Dismantle pressure limitation plate LA 06 PB-M06 and clean it. Do not change the pressure adjustment!
Insufficient lift of hydraulics	Pressure adjustment insufficient. Lack of oil.	Use pressure gauge to adjust pressure (175 bar) Top-up with recommended brand of oil.
Operation pressure is only reached with high speed.	Pump defective.	Replace pump
Manual control valve jammed	Distortions Dirt	Tension screws tightened unevenly, or too much. Torque wrench set to break at 25 Nm (2,5 mkg). Dismantle valve and clean
Oil overheats fast - system fights excess pressure (engine under load)	Selector valve distorted. Selector lever remains locked in working position (does not return to neutral automatically) Cylinder on stop Implement not connected, but selector lever in working position (Hydraulic coupling).	Remove distortions, as above. Move valve to neutral (free circulation) Move valve to neutral (free circulation)
Oil foams	Leak in suction range.	Check pipe connections and, if necessary, seal them.
Hydraulic system performs too slow, whistling noise.	Insufficient oil. Too low temperatures.	Top-up as prescribed. Use the proper oil (Hydraulic oil Mobil DTE 16)
Steering does not work	Flow distributor dirty Pressure relief valve in hydraulic steering not closing	Dismantle flow distributor of steering and clean. Have dismantled and cleaned by an accredited workshop
Lost motion of steering when counter-steering fast	Leak in return flow hose of steering.	Seal return flow hose.

These instructions only apply to valve arrangements which comply with our diagrams, or those agreed upon with Messrs. Bucher.

R) Illustrations - figures - description

III. Figure	Description	III. Figure	Description
1	Engine number	33	Heating and ventilation nozzles
2	Chassis number and type plate	34	Selector lever for forward and reverse drive
3	1 Pilot lamp for tractor flashlight	35	Clutch lever for P.T.O. clutch shifting under load
	2 Pilot lamp for trailer flashlight	36	P.T.O. selector lever for front or centre P.T.O.
	3 Pilot lamp for headlight	37	Hand brake lever
	4 Pilot light for air filter service	4	1 Adjustment lever for driving speed
	5 Pilot light for battery		2 Fuses in tractor:
	6 Pilot light for engine oil	a	Fuse-warning light switch
	7 Pilot light for preglow	b	Fuse-parking light RH/instrument panel lighting
	8 Pilot light for parking brake	c	Fuse-parking light LH
	9 Remote thermometer for hydraulic oil	d	Fuse-dimming light/auxiliary headlights
10	Tractormeter with hour meter	e	Fuse-headlights
11	Fuel supply indicator	f	Fuse-regulator switch, horn, speedometer, remote thermometer, air filter pilot light, hydr. remote thermometer, battery pilot light, fuel supply indicator, parking brake pilot light
12	Socket	g	Flashlight
13	Manual speed regulator	h	Brake light/Window cleaning device
14	Ignition switch	3	Locking device for hydraulic lever
15	Glow starter switch	4	Plastic bushing (access to high-pressure valves)
16	Engine shut-off knob	5	1 Control lever for diff-lock
17	Cover for window-cleaning device		2 Selector lever for rear P.T.O.
18	Knob for window-cleaning device	3	Sight glass for driver weight adjustment
19	Tank for window cleaning device	6	1 Driver seat
20	Foot pedal for speed adjustment		2 Armrests
21	Pedal for driving brake	3	Backrest elongation } special equipment
22	Selector lever for rear hydraulics	4	Lever for backrest adjustment
23	Selector lever for control valve, single-acting rear	5	Lever for lengthwise adjustment of seat
24	Selector lever for control valve, double-acting, front	6	Driver seat adjustment lever
25	Selector lever for hydraulic control valve, front, double-acting	7	Height adjustment
26	Selector lever for front hydraulic, double-acting	8	Fixture for traffic warning sign
27	INCH pedal	9	Tool box
28	Multi-purpose switch (flashlights, horn, headlight)	10	P.T.O. clutch lever
29	Warning light switch		
30	Speedometer		
31	Remote thermometer for engine temperature		
32	Adjustment lever for driving speed		

III. Figure	Description	III. Figure	Description
7	1 Switch for rotating beacon	12	5 Plug for trailer lighting
	2 Switch for windscreen wiper		6 Plug for hydraulic oil, double-acting
	3 Switch for heating fan		7 Trailer hitch
	4 Switch for auxiliary pair of headlights		8 Upper link arm
	5 Cloth peg		9 Licence plate retainer
	6 Heating and ventilation nozzles		10 Licence plate light
8	1 Locking device for roof ventilation flap		11 Rear P.T.O.
	2 Knob for roof ventilation flap		12 Rigid drawbar
	3 Fuses - cab		13 Tension chain with turnbuckle
	a Rotating beacon		14 Cat. I lower link arm
	b Windscreen wiper		15 Field bar
	c Heating fan		A2 Oil drain screw for gearbox and axles
	d Interior lighting	13	1 Hydraulic coupling, double-acting
	4 Sunshade		2 Hydraulic coupling, double-acting
	5 Twist button shut-off valve for heating		3 Fuel supply indicator
	6 Interior lighting		4 Battery
9	1 Lift arms for instant coupling of front lift		5 Hydraulic pressure filter
	2 Mounting bracket for upper lift arm		6 Regulator
	3 Headlights		E1 Filling opening for engine oil
	4 Knurl screw for engine bonnet		EW Filling opening for cooling water
	5 Spray nozzle for window washing device		ED Filling opening for diesel fuel
	6 Outside mirror		EH Filling opening for hydraulic oil
	7 Limitation and flashlights		EB Brake fluid
	8 Auxiliary pair of headlights	14	1 Hydraulic pump
	9 Headlights		2 Fuel injection pump
	EW Filler opening for cooling water		3 Gas rods resp. ES-bolt
	EH Filler opening for hydraulic oil		4 Fuel hose
10	1 Front P.T.O.		5 Fuel-ventilation screw
	2 Hydraulic cylinder for front lift		6 Engine oil filter
	3 Knurl screw for radiator handle		7 Horn
	4 Headlight shade		8 Regulator for injection pump
	5 Lubrication nipple		9 Cooling water thermostat
11	1 Suction filter for heating and ventilation fan		10 Glow plugs
	2 Rotating beacon		11 Decompression lever
12	1 Adjustable drawrod	15	1 Lock nuts for valve cover
	2 Handle nut		2 Three-phase generator
	3 Rear reflector		3 Screw for adjustment bracket
	4 Three-chamber rear light		4 V-belt
			5 Injection nozzles

III. Figure	Description	III. Figure	Description
16	K ₁ Oil diprod for engine oil	28	1 Filter housing for pressure filter-hydraulics
17	1 Counter nut	2	Filter element for pressure filter-hydraulics
	2 Set screw for valve tolerance	29	1 Hydraulic filter for variable capacity hydraulic pump
	3 Valve cover	30	E ₂ Filler opening for gear oil
	F Feeler gauge	31	1 Constant motor
	MW Assembly tool	2	Adjustment nut for handbrake
18	1 Air filter	K ₂ Sightglass for gear oil	
	2 Outlet valve	32	1 Adjustment screw for operation brake
	3 Wing nut	2	Assembly tool
	A _H Drain plug-hydraulic oil	33	1 High-pressure valve for forward drive
19	1 Steering cylinder	2	High-pressure valve for reverse drive
	2 Toe rod	3	Hexagon nut
	3 Clamping clips for toe rod	34	1 Knurl screw for radiator shutter
	4 Front P.T.O.	2	Strainer
	A ₁ Drain plug for engine oil	35	1 Fixing screws for battery
	S Lubrication nipple	2	Fuel supply indicator
20	1 Hexagon nut	3	Oil pressure control switch
	2 Filter cartridge	E _D	Filler opening - diesel fuel
	A _H Oil drain screw for hydraulic oil		
21	1 Cover	36	
	2 Filter cartridge	36a	1 Mounting pin for frontloader arm
22	1 Fuel filter	2	Hydraulic pipe for frontloader arm
	2 Ventilation screw for fuel	3	Prop for front loader arm
	3 Brake light switch	4	Fixture for prop
23	1 Fuel filter	5	Adjustment lever for prop
24	1 Headlight adjustment screws	S	Grease nipple
	2 Oil cooler for hydraulic oil	36b	1 Prop
25	1 Cover	2	Adjustment lever
	2 Screws for air filter cover	3	Hydraulic pipes
	3 Air induction elbow	4	Frontloader arm with mounting plate
	4 Connection hose air filter-intake manifold	5	Front loader support
	5 Hydraulic coupling, double-acting	36c	Frontloader, detached
	E _H Filler opening and ventilation for hydraulic oil		
26	1 Hydraulic hose	37	1 Opening point
	2 M8 screws	2	Jack
27	1 Filling cover for hydraulic oil	3	Assembly support
	2 Suction filter for hydraulic oil	38	1 Opening point
	3 Hexagon screw	2	Jack
	4 Sealing cover with ventilation	39	Wiring diagram
		40	Examples for the lighting of implements

III. Figure	Description	III. Figure	Description
43	1-8 Inter-axle attachment parts Type 4669-76	55	1-11 Attachment of front-mounted mower Type 4669-5
44	1 Limit stop	S	Lubrication nipple
	2 Hook	57	1 Assembly aid (wood)
	3 Fixing point for P 70 four-wheel drive	2	Spanner
	4 Fixing point for P 70 without four-wheel drive	3	Studs
45	1 Edge guard	S	Edge cutter
	2 Hexagon screw	58	Lower side of rear-dischraging mower Type 4663-14
	3 Fixing plate	59	1 Tension chain
	4 Hexagon screw M12x30	and 2	Draw spring
	5 Hexagon screw M16x50	60	3 Tension screw of draw spring
	6 Mounting frame	4	Tension screw of draw spring
	7 Rubber buffer	5	Carrier plate
	8 Hexagon nut	6	Hexagon screw
46	1 Fixture	7	V-belt
	2 Bent screw	8	V-belt
	3 Frame	9	Cover plate
	4 Rubber buffer	E u.K	Filler and control screw for gear oil
	5 Hexagon nut	S	Lubrication nipple
	6 Cardan shaft half	61	1 Front P.T.O. Type 4662-60
47	1 Fixing screw	62	1 Instant coupling
	2 Wheel	2	Upper steering arm
	3 Cardan shaft half	3	Crank for height adjustment of broom
48	1 Assembly aid	4	Hexagon nut
	2 Round iron	5	End shim
49	1 Bolt	6	Spray nozzles
	2 Frame	7	Selector lever for broom speed
	3 Instant coupling	I	Slow speed (100 min ⁻¹)
	4 Safety lever	II	Fast speed (300 min ⁻¹)
50	1 Ring screw	63	1 Instant coupling
	2 Transverse steering arm	2	Upper link arm
	3 Fixture	3	Deflectors (2 pieces)
	4 Depth limitation chain	4	Gas pressure cylinder
	5 Hexagon screw	5	Height adjustment crank for slide shoes
	6 Hexagon nut	6	Mounting bracket of gas pressure cylinder
51	1 Stop screw	64	22 Hydraulic selector lever for rear hydraulics
	2 Wheel	23	Hydraulic selector lever for rear control valve
	3 Spacer ring	24	Hydraulic selector lever for front control valve
	4 Dowel pin	25	Hydraulic selector lever for front control valve
53	1 Hydraulic hose	26	Hydraulic lever for front lift
	2 Connection screw	34	Selector lever forward and reverse
	3 Throttle valve	35	P.T.O. operation lever
54	1 Cardan shaft Type 4662-62	36	Operation lever for front P.T.O.
	2-18 Front attachment part Type 4669-72		

for all other operation and control elements see text under III. 3

Explanation of positions on wiring diagram III. 39

- | | |
|---|--|
| 1 Headlight right | 39 Heating fan motor |
| 2 Headlight left | 40 Traffic light |
| 3 Three-phase generator | 41 Inductive pick-up |
| 4 Regulator switch | 42 Brake rear light left |
| 5 Glow plugs | 43 Licence plate light |
| 6 Temperature indicator for hydrostat oil | 44 Rotating beacon |
| 7 Air filter pilot switch | 45 Control switch-parking brake |
| 8 Battery | 46 Socket, 7-pole |
| 9 Cooling water-temperature indicator | 47 Brake light switch |
| 10 Oil pressure indicator | 48 Fuse box - cab |
| 11 Starter | 49 Switch for rotating beacon |
| 12 Horn | 50 Switch for windscreen wiper |
| 13 Starter safety switch | 51 Switch for heating fan motor |
| 14 Filling unit | 52 Change-over switch - Dimming light/auxil. headlights |
| 15 Wiper motor | 53 Brake-rear-flaslight right |
| 16 Auxiliary headlight left | 54 Hydraulic remote thermometer |
| 17 Position flashlight left | 55 Pump for windscreen washing dev. |
| 18 Flasher pilot light | 56 Switch for windscreen washing dev. |
| 19 Electric remote thermometer | 57 Interior lighting - cab |
| 20 Flasher pilot light f. trailer | |
| 21 Headlight pilot light | Functions of the various fuses |
| 22 Speedometer | Tractor: |
| 23 Air filter pilot light | Fuse 1 = Warning light switch |
| 24 Tachometer | Fuse 2 = Parking light right/instrument lighting |
| 25 Battery pilot light | Fuse 3 = Parking light left |
| 26 Engine oil pilot light | Fuse 4 = Dimming light (Auxiliary headlights) |
| 27 Preglow pilot light | Fuse 5 = Headlight |
| 28 Fuel supply indicator | Fuse 6 = Horn, regulator switch, tachometer, remote thermometer, |
| 29 Parking brake pilot light | battery pilot light, engine oil pilot light, parking brake control |
| 30 2-pole socket | light, fuel supply indicator |
| 31 Auxiliary headlight right | Fuse 7 = Flashlight |
| 32 Position flashlight right | Fuse 8 = Brake light/window washing device, 2-pole socket |
| 33 Resistor | |
| 34 Ignition switch | Cab: |
| 35 Glow starter switch | Fuse 1 = Rotating beacon |
| 36 Fuse box - tractor | Fuse 2 = Windscreen wiper |
| 37 Signal switch dimming-flaslight | Fuse 3 = Heating fan |
| 38 Warning light switch | Fuse 4 = Interior lighting |

Beispiele:

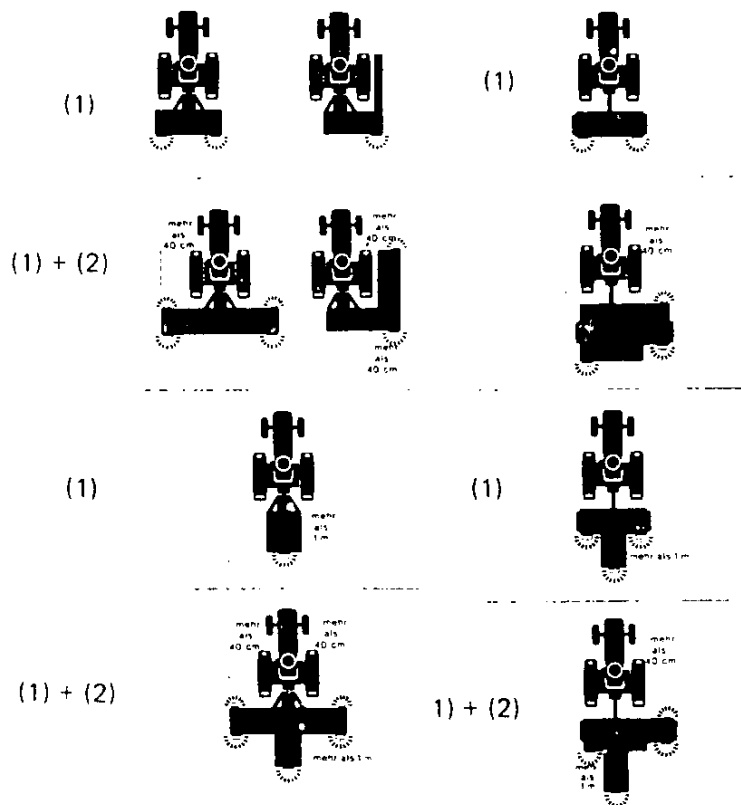


Abb. 40

S) Attachment of inter-axle and front-mounted mowers

Scythe-lawn mower Type 4669-5 (basic unit with side discharge for inter-axle and front-mounting)

Scythe-lawn mower Type 4669-14 (basic unit with rear discharge for front-mounting only)

Technical data:

Working width of scythe-lawn mower 1,50 m (overall width 1,70 m)

Engine speed	P.T.O. speed	Propeller knife speed	Rotating speed
2250 rpm	1000 rpm	2460 rpm	69 m/s

Oil in gearbox: 0,35 l SAE 80 gear oil

Mowing capacity at 1,5 m working width:

Driving speed	Mowing capacity
5 km/h	6100 m ² /h
8 km/h	10000 m ² /h

Since practical conditions have not been considered in the table, the mowing capacity results from working width multiplied with driving speed. 20 % have been deducted for overlapping and turning.

Inter-axle mounting of scythe-lawn mower

Equipment:

Type 4669-5 scythe-lawn mower (side discharge)

Type 4669-74 inter-axle mounting parts

Note: Inter-axle mounting of the scythe-lawn mower is not possible in connection with Trelleborg tyres 4.00-15,5 Type 4136-6.

III. 43

The Inter-axle mounting kit type 4669-79 comprises the following parts:

III. No.	Description	Size	Pcs.	Ref. No.	Remarks
1	Cardan shaft	Lz 280 mm	1	117551	Assembly: For P 70 A: 3x III. 44 For P 70 without 4WD: 4x III. 44
2	Attachment frame	Welded part	1	126523	
	Hook, right	Welded part	1	126526	
	Hook, left	Welded part	1	126516	
	Pressure spring	9,5 x 27 x 1,6	2	014447	
	Latch ass.	Welded part	2	117496	
	Cylindrical stud	10 M 6 x 28	2	010321	
	Tension pin DIN 1481	10 x 32	2	010613	
	Hexagon screw DIN 933	M14 x 40	4	011554	
	Lock washer	B14	4	010066	
	Stop	20 x 20 x 155	2	126518	Can be omitted for P 70 without 4WD
	Hexagon screw DIN 933	M10 x 35	4	011531	
	Lock washer DIN 137	B10 x 18	4	010064	
3	Buffer	50 x 17 (M10)	2	014822	Adjust buffers so that the mower is horizontal in lifted position.
	Hexagon nut DIN 934	M10	2	011585	
4	Hexagon screw DIN 933	M16 x 50	2	011 564	
	Shim DIN 125	A17	2	010 048	For assembling the fixing plates (5 III. 43) the edge guard (1 III. 45) of the cover plate must be shortened by 175 mm.
	Bush	22 x 3 x 27	2	024292	
5	Fixing plate left		1	126519	
	Fixing plate right		1	126520	
	Hexagon screw DIN 933	M12 x 30	4	011540	
	Shim DIN 125		4	010047	Assemble on RH tractor frame (III. 46)
	Lock washer DIN 127	A12	4	010057	
6	Transv. steering arm with chain		1	126512	
	Ring screw		1	120645	
	Hexagon nut DIN 934	M12	2	011590	
	Shims DIN 125	A13	2	010047	
	Fixture	Welded part	1	126513	
	Buffer	50 x 17 (M10)	1	014822	
	Hexagon nut DIN 934	M10	1	011585	
	Bent screw	M12	1	026656	

III. No.	Description	Size	Pcs.	Ref. No.	Remarks
6	Shim DIN 125	A13	1	010047	Assemble on RH tractor frame (III. 46)
	Hexagon nut DIN 934	M12	1	011590	
	Hexagon screw	M10 x 25	1	011527	
	Hexagon nut	M10	1	011585	
	Shim DIN 125	A10.5	1	010046	
	Dowel pin		2	010467	
7	Shackle DIN 82101	Size 0.25	1	012043	Assemble on scythe lawn mower
	Hexagon screw DIN 933	M10 x 30	1	011530	
	Shim DIN 125	A 10,5	4	010046	
	Hexagon nut DIN 934	M 10	1	011585	
	Fixture f. transp. lock	Welded part	2	120639	
	Spacer ring	Rubber 25x6x17	2	014175	
8	Shim	20 x 45 x 4	2	015663	Standard equipment from chassis No. 460 50 424
	Lock washer DIN137	B 16	2	010067	
	Dowel pin	DIN 11023	2	010467	
	Throttle valve	0,8 mm	1	024294	

Assembling the inter-axle attachment parts Type 4669-76 on scythe lawn mower Type 4669-5

1. Pre-assemble mounting frame as shown on III. 43 and 44.
 - a) Assemble in the hook the cylindrical pin, pressure spring and tension pin.
 - b) Screw the complete catch hook (instant coupling) to mounting frame as follows:

P 70 without 4WD	=	screw catch hook into upper bore at 4 on III. 44
P 70 with 4WD	=	screw catch hook into lower bore at 3 III. 44

In case of P 70 A one limit stop each (1 III. 44) must be fitted together with hexagon screws M10 x 35 and lock washers as shown on III. 44.

- c) Turn rubber buffer (3 Ill. 43) with hexagon nut M10 into the frame as shown on Ill. 43.
After adjustment secure with hexagon nut. Make the adjustment so that the mower is horizontal in lifted position.
2. Remove cover plate in order to shorten edge guard (1 Ill. 45) by 175 mm on both sides in the region of the fixing plates (3 Ill. 45).
3. Remove hexagon screw (2 Ill. 45) of gearbox fixture. As shown on Ill. 45 assemble fixing plates (3 Ill. 45) with both sides on the gearbox fixture using 2 each screws M12 x 30 (4 Ill. 45), shims and lock washers. Refit and tighten the 2 hexagon screws (2 Ill. 45).
4. Use one each hexagon screw (5 Ill. 45), M16 x 50, shim A 12 and bush 22 x 3x27 to screw the premounted frame (6 Ill. 45) lefthand and righthand to the fixing plate.
5. Instead of the available screw, assemble ring screw (1 Ill. 50) with 2 hexagon screws (6 Ill. 50) M12 and 2 shims A 13 as shown on Ill. 50. Hook transverse steering arm (2 Ill. 50) into the ring screw and secure with dowel pin.
6. Assemble hexagon screw M10 x 30 (5 Ill. 50) in existing bore of mower housing, using 4 shims M12 and 2 shims A13 as shown on Ill. 50.
Then hook depth limitation chain (4 Ill. 50) into shackle and secure.
7. As shown on Ill. 46, assemble on RH tractor frame the fixture (1 Ill. 46), with assembled rubber buffer and hexagon screw, for the transverse link arm, using screw (2 Ill. 46), shim A13 and hexagon nut M12. In addition, fit the fixture in the upper bore by means of hexagon screw M10 x 25 (3 Ill. 46), shim, and hexagon nut.
8. Fit cardan shaft half (6 Ill. 46) on tractor side.

Attachment of the inter-axle scythe-lawn mower on the tractor

1. Support front lift with a piece of wood (1 Ill. 48), or round iron (2 Ill. 48) or similar (as shown on Ill. 48).
2. Lift front section of tractor by means of front hydraulics. **Shut-off engine and lock hydraulic valve.**
3. Turn front wheels first to the right, then to the left (Ill. 47).

4. From one side push the mower between the axles of the P 70 (III. 47 and 48).
Note: Lock screws (1 III. 47) must be slackened in order to permit all 4 wheels (2 III. 47) to swivel.
5. First slide the cardan shaft half onto the other half, already mounted on the tractor side, then slide it onto the mower side until the slide pin will catch. Sling retaining chain around the tractor frame, or other suitable place, and secure.
6. Operate front lift to lower the tractor, remove assembly aid (1 III. 48) and, with running engine, entirely lift the front hydraulic by means of the control valve.
7. Shut-off the engine. Use your right hand to pull up the attachment frame (2 III. 49) and, use your left hand, to simultaneously position the mower so that the instant coupling (3 III. 49) can be hooked into the mounting pin (1 III. 49). Then secure instant coupling with the safety lever (4 III. 49).
8. Bring rear mower wheels (1 III. 5) in forward position (as shown on III. 51) and tighten lock screw (2 III. 51).

Assembling the transport device

1. Fit safety lever (1 III. 52) on existing mounting pin of the tractor frame.
2. Also fit rubber spacer ring (2 III. 52) and shim 20 x 45 x 4 (3 III. 52) and secure with dowel pin (4 III. 52).

Note: The supplied lock washers B 16 are only used if the elasticity of the rubber spacer ring is insufficient, i. e. if the transport safety lever will not remain in its upper position.

Locking the inter-axle mower, resp. applying the safety lock

1. Entirely lift inter-axle mower
2. Push locking lever downwards and let it catch in the lifting device of the mower.

Operation of the inter-axle mower

Lifting and lowering of the inter-axle mower

Lift, resp. lower the scythe lawn mower by means of the hydraulic lever (26 III. 64). Whilst mowing retain the hydraulic lever in position S III.64 (floating position).

Engaging the inter-axle mower

1. Pull clutch lever (10 III. 65) upwards = „AUS“ (off).
2. Push in P.T.O. selector lever (36 III. 64) for front P.T.O.
3. Press clutch lever (10 III. 65) smoothly downwards = „EIN“ (on).
Pay attention to instructions for engaging the P.T.O. on page 88.

Adjusting of the cutting height

The cutting height is adjusted by using spacer shims (3 III. 51) on the 4 mower wheels.

Attachment of front-mounted scythe lawn mower

Version:	Scythe lawn mower	Type 4669-14	(rear discharge)
	or Scythe lawn mower	Type 4669-5	(side discharge)
	Front attachment		
	parts	Type 4669-72	
	Cardan shaft	Type 4662-62	

Tractor must be equipped with:

Front P.T.O.	Type 4662-60.
--------------	---------------

III. 54

The front mounting kit Type 4669-72 and cardan shaft Type 4662-62 comprise the following parts:

III. No.	Description	Size	Pcs.	Ref. No.	Remarks
1	Cardan shaft		1	117553	T. 4662-62
2	Mounting plate		2	117501	
3	Hexagon screw DIN 933	M12 x 25	8	011539	
4	Lock washers DIN 137	B12	8	010065	
5	Hexagon nut DIN 934	M12	4	011590	
6	Frame	Welded part	1	117504	
7	Dowel pin	DIN 11023	2	010468	
8	Bolt	30 x 135	1	177508	
9	Pin ass.		1	116513	
10	Hexagon nut DIN 934	M16	2	011597	
11	Shim DIN 125	A17	1	010048	
12	Rod ass.		1	117509	
13	Split pin DIN 94	6,3 x 32	1	011328	
14	Plate	Welded part	1	117511	
15	{ Hex. screw DIN 933	M12 x 25	2	011539	} For fixing the attachment plate (9 III. 55)
	{ Hex. nut DIN 934	M12	2	011590	
	{ Lock washer DIN 137	B12	2	010065	
16	P.T.O. guard	400/185x1,5	1	117517	
17	{ Hex. screw DIN 933	M8 x 16	4	011509	
	{ Hex. nut DIN 934	M8	4	011579	
	{ Lock washer DIN 137	B8	4	010063	
18	{ Feeler ass.		1	117552	
	{ Hex. screw DIN 933	M12 x 20	4	011537	
	{ Lock washer DIN 137	B12	4	010065	

Assembling the front P.T.O. Type 4662-60

The front P.T.O. (1 III. 61) is necessary for all P.T.O.-driven, front-mounted implements. Simply fit the front P.T.O. on the P.T.O. shaft end between front and rear axle (see III. 61) and let slide pins of cardan shaft catch.

**Assembling the front attachment parts Type 4669-72 on the scythe lawn mowers
Type 4669-14 or 4669-5**

1. Screw right, resp. left mounting plate (2 III. 54) onto the scythe lawn mower as shown on 11 III. 56, using hexagon screws M12 x 25 (3 III. 54), lock washers B12, and 2 hexagon nuts M12. Slide attachment frame (6 III. 54) into the assembled mounting plate. Thereafter assemble the second mounting plate.
2. On the gearbox fixture, front LH side, assemble plate (14 III. 54) using 2 hexagon screws M12 x 25, lock washers and hexagon nuts (see 9 III. 55 and 56).
3. Fit rod (12 III. 54) with bolt (8 III. 54) in attachment frame (7 III. 55), and on plate (9 III. 55) and secure with split pin (13 III. 54). Assemble shim (11 III. 54) and hexagon nuts (10 III. 54) on drawrod.
4. On gearbox fixture assemble P.T.O. guard (16 III. 54) using hexagon screws M8 x 16, lock washers and hexagon nuts (17 III. 54) as shown on III. 55.
Cardan shaft (1 III. 54) Assemble on mower drive
Retaining chain (10 III. 55) Sling around attachment frame and secure
5. Screw feeler onto front of the scythe lawn mower (12 III. 55) using 4 hexagon screws M12 x 20.

Note: For front attachment the rear wheel supports can be assembled with their bends either inwards, or outwards. For front attachment we recommend to assemble the wheel supports with their bend inwards.

Attachment of the front-mounted mowers Type 4669-14 and 4669-5 on the tractor

1. Lower front hydraulics by means of the operation lever.
2. Move tractor to the wrist points
3. Lift front hydraulics until instant coupling (1 III. 55 resp. 56) will catch.

Note: Do not yet lift the implement. Fit on tractor and on mower 4 upper link arms, short (4 III. 55 resp. 56). Normally the hexagon nuts (5 III. 55 resp. 56) are adjusted to leave a tolerance of approx. 20 - 30 mm if the attachment device (7 III. 55 resp. 56) is in vertical position on level ground.

5. Assemble cardan shaft (2 Ill. 55) resp. 56 on tractor side. Sling retaining chain (10 Ill. 55 resp. 56) round attachment frame and secure.

Operation of the front-mounted mower

The front-mounted mower is lifted and lowered by means of the hydraulic lever (26 Ill. 64). Whilst mowing the hydraulic lever must remain locked in position S Ill. 64 (floating position) so that the mower adapts to irregularities of the soil.

The front-mounted mower is engaged and disengaged in the same manner as the inter-axle mower (see page 154).

Adjustment of the cutting height

To adjust the cutting height use spacer rings (Ill. 65) on all 4 wheels



Some rules for accident prevention when using scythe lawn mowers

- a) Youngsters under 16 years of age are not permitted to operate the mower.
- b) Within the operation range of the mower, the operator is responsible for third persons.
- c) Persons must not be transported on the mower unless the necessary seats are provided.
- d) Before mowing remove any foreign body from the lawn and pay attention to these whilst mowing.
- e) Take care to wear heavy shoes or boots when mowing.
- f) When driving outside lawns disengage the mower and, if necessary, lift it in transport position.
- g) Before leaving the mower shut-off the engine and remove the ignition keys.
- h) For servicing and cleaning the mower, and for adjusting the cutting height, also when removing the safety protections and the grass collector, principally shut-off the engine, disengage the mower knives, and remove the ignition key.
- i) Be particularly careful when mowing on slopes and when using fuel.
- k) When mowing with open discharge use a guard, such as grass collector, or deflector blade.
- l) Before leaving the mower shut-off the cutter knives and wait until the mower has come to a standstill.
- m) Never let a motor mower run in enclosed space.

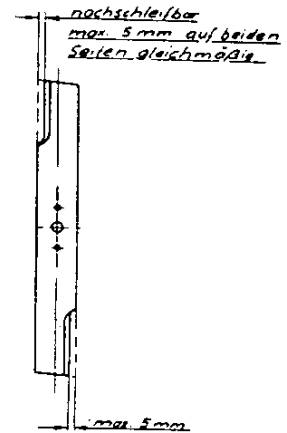
Front-mounted and inter-axle mounted mower



Service and Maintenance

The mower knives must be reground on both sides correctly and in time so that they will not get unbalanced. Grind max. 5 mm on both sides - **not more** (see III.) The mower must be checked by a skilled mechanic after a sudden impact e. g. by hitting an obstacle. Protections must not be removed.

Accurately sharpened knives are a prerequisite for a clean cut. For regrounding shut-off the engine. Dismantle the mower from the machine and put it up as shown on III. 57. Clamp a piece of wood between propeller knife and housing wall to serve as a back-stop (1 III. 57). Use an SW 30 spanner to slacken the hexagon nut and remove the propeller knife. Regrind with the hand grinding machine or with the abrasive plate. Take care that the knives are uniformly reground on both sides. (See drawing). At the same time check the knives for damages, specially haircracks, and if necessary replace.



Attention when assembling the propeller knives

When reassembling the propeller knives take care that the cutting edges (S III. 57) are positioned anti-clockwise. The knives are taken up by the two locating pins (3 III. 57). Do not omit the lock washers below the hexagon nuts. Tighten the hexagon nuts. To do so use a piece of wood (1a III. 57) to serve as a back-stop. (1a III. 57). From time to time check the hexagon nuts for tight fit.

V-belt tension

The V-belts are automatically tightened with the draw springs (1 and 2 III. 59 resp. 60) which guarantees a uniform tension - even if the V-belt has been elongated.

(The tension screw must be tight and is only slackened for changing the V-belt).

Changing the V-belts

The scythe lawn mower has 2 V-belts, a long belt for the two outer knives, and a short belt for the centre knife. This protects the drive from a sudden impact when hitting an obstacle (stone protection).



Replacing the V-belts

For replacing the V-belts the mower must be detached and the cardan shaft removed.

1. Remove right and left cover plate (9 III. 59) by removing 2 each nuts M8.
2. Slacken the tension screw (3 III. 59 resp. 60) of upper, resp. long V-belt, unhook draw spring (2 III. 59 resp. 60).
3. By slackening the M12 screws (6 III. 59 and 13 III. 56) remove upwards the carrier plate with gearbox.
4. Remove the V-belt (7 III. 59 resp. 60).
5. Slacken tension screw (4 III. 59) and unhook the draw spring (1 III. 59) of lower resp. short V-belt.

Note: The scythe lawn mowers Type 4669-14 (rear discharge) are not provided with a tension screw for the lower, short V-belt.

Hooking and unhooking of the draw spring is facilitated by pressing the reversing lever against the spring power by means of an assembly lever. The new V-belts are fitted in reverse order, III. 59 and 60 show the arrangement of the V-belts.  **Never work without guard.**

Attention!  The V-belts are a special, reinforced version. Commercially available belts are not suitable.

Ref.No. for long V-belt	210 255 (17 x 11 x 2650)
Ref.No. for short V-belt	211 336 (17 x 11 x 1483)
	for mower T. 4667-5/-14 (side and rear discharge)

Service and maintenance



- For service, maintenance and repair jobs principally shut-off transmission and engine! Remove the ignition key.
- When servicing the lifted implement secure with suitable props!
- Regularly check screws and nuts for tight fit!

Lubrication and oil change

If the mower is continuously used grease the joints of the cardan shaft daily, in case of occasional use once a week.

Grease slide profiles and slide pins.

Grease all lubrication nipples S at least once a week. Under continuous operation check the oil level in the gearbox daily, (E + K III. 59 resp. 60 - oil diprod. Change the oil for the first time after 50 hours of operation, then after 500 hours, resp. once a year.

Fill in 0,350 litres SAE80 gear oil.

Front Sweeping Machine Type 4691-1 (WIMA 829)

Technical data:

Width of sweeping machine:	1,60 m
in diagonal position:	1,40 m
Weight, approx.:	135 kg
Input speed:	1000 rpm, anti-clockwise
Brooms:	451 mm dia.
Broom speed: for snow, approx.	300 rpm
for dirt, approx.	100 rpm

Equipment:

Front sweeping machine:	Type 4691-1
Broom for dirt:	Type 4591-71
Broom for snow	Type 4591-72

The tractor must be provided with:

Front P.T.O.	Type 4662-60
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Mounting

Lower front hydraulics on the operation lever. Move tractor towards the linkage points, lift front hydraulics until instant coupling (1 IN. 62) will catch.

Note: Do not lift the implement!

Fit short upper link arms so that, in working position, the sweeping machine is level with the ground.

Mount cardan shaft on tractor side. Fit retaining chain of cardan shaft as shown on Ill. 62, and secure.

Connect hydraulic hoses, for swinging the broom sideways, with available couplings (tear-off couplings).

Operation of the Front Sweeping Machine

With the hydraulic selector lever (26 Ill. 64) lift, resp. lower the front sweeping machine. Whilst sweeping fix the hydraulic lever in position S (floating position) as shown on Ill. 64. Thus the sweeping machine will adapt itself to the unevenness of the ground.

Side adjustment

The diagonal adjustment of the sweeping machine is effected on the hydraulic selector lever (25 resp. 24 III. 64).

On and off

1. Press the clutch lever (35 III. 64) downwards = „AUS“ (off).
2. Engage selector lever (36 III. 64) for front P.T.O.
3. Pull clutch lever (35 III. 64) smoothly upwards = „EIN“ (on).

Pay attention to instructions for engaging P.T.O. (page 88) .

Adjusting the sweeping machine

The height of the broom is adjusted with the crank (3 III. 62) on the two support wheels. The broom should be adjusted so that approx. 1 cm of its bristles touch ground.

Note: With this adjustment the best cleaning effect and the least wear can be obtained. The sweeping machine has a pendulum suspension for standard equipment.

Exchanging the broom

Both brooms are held by a pitman. Slacken hexagon nut (4 III. 62), remove end plate (5 III. 62). Now the brooms can be removed. Refit the brooms in reverse order.

Using the different brooms

For normal sweeping jobs use the 16-row broom with plastic bristles.

For snow sweeping we recommend the 8-row broom with perlon bristles.

However, the snow sweeping broom requires a higher speed.

Changing the broom speed

The slow speed (100 rpm) is obtained by moving the selector lever (7 III. 62) to „vorne I“ (forward I) position. For the fast speed (300 rpm) for snow sweeping move the selector lever (7 III. 62) to position „hinten II“ (rear II).

Change the speed only whilst the machine is immobile.

Notes for operation

Principally lift the machine when reversing.

When driving with attached sweeping machine without sweeping, shut-off the P.T.O. drive.

Storing the detached sweeping machine

For storing put the sweeping machine on the support wheel so that it will not press down on the broom.

Mounting the sprinkling device Type 4691-70 (100 ltr.)

1. Fit the water tank in the three-point linkage.
 2. Assemble spray nozzles (6 Ill. 62) on the front sweeping machine.
 3. Lead the water hose from water tank resp. pump forward to the spray nozzles and fit it in suitable places of the tractor with leather belts, or the like.
 4. Put the electrical plug into the socket on the instrument panel.
- The sprinkling device is put on and shut-off on the electric switch.

Snow clearing blade Type 4628-20 (Make Kugelmann)

Technical data:

Blade width:	1,50 m
Working width in diagonal position:	approx. 1,35 m
Blade height:	approx. 670 mm
Weight:	approx. 165 kg

Recommended tractor equipment:	Rear ballast or mounted sand distributor of approx. 150 kg, snow chains
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Attachment

Lower the front hydraulics by means of its operation lever. Approach the wrist points with the tractor. Lift front hydraulics until instant coupling (1 Ill. 63) locks.

Note: Do not lift implemt. Fix upper steering arm, long (III. 63). As shown on III. 63 connect hydraulic hoses for side movement with existing hydraulic couplings (tear-off couplings).

Note: Adjust the upper link arm according to snow conditions. The height is adjusted with the adjustment spindles (5 III. 63) on both sides.

Operation of the snow clearing blade

Lift resp. lower the hydraulic with the hydraulic selector lever (26 III. 64). During work lock the hydraulic selector lever in position S III. 64 (floating position) thus permitting the snow clearing blade to adapt to irregularities of the soil.

Note: The front lift is provided with a double-acting hydraulic cylinder. By pressing the hydraulic operation lever for a short moment in position D even a hard cover of snow can be properly cleared.

Side adjustment

For side adjustment use the hydraulic lever (26 III. 64).

Adjustment of the flaps (3 III. 63)

The flaps can be adjusted according to snow and clearing conditions.

Top mounting bracket (6 III. 63) = Clearing of uneven roads e.g. sewer lids, or paving stones, and little snow
(flaps in vertical position)

Lower mounting bracket (6 III. 63) = Clearing of roads and streets without obstacles under extreme snow conditions.
(flaps in forward position, hence less thrust)

All flaps must be in line. In case of unevenness the flaps can be corrected by readjusting the gas pressure cylinder (4 III. 63).



The flaps must never be blocked.

Adjusting the gas pressure spring of snow clearing blades

After some time of operation the originally adjusted spring resilience may slacken, or a different spring resilience may be desired. In both cases the desired condition can be obtained by refilling or draining gas.

To do so the following is necessary:

1. „Corgon“ gas (also used for welding jobs)



Never use compressed air or oxygen

2. Filling/draining device Type 4134-72 with screw connection, pipe, three-way cock, and pressure gauge.

Note: For refilling or draining gas we recommend to take off the gas cylinder.

Description of the filling procedure

- The max. filling pressure must not exceed 100 bar.
Cylinders with a piston rod of 250 mm and 80 bar are standard equipment.
- In horizontal position of the gas pressure cylinder bring screw connection to lowest position (see Ill. 1).
- Remove blanking plug of connection socket.
- Connect filler hose with Corgon gas bottle and gas pressure spring.
- Shut drain valve of the filler pipe.
- Slowly open the valve of the Corgon gas bottle and observe the pressure gauge.
- Filling is completed if the pressure gauge shows the desired pressure + 20 bar.
- Shut the bottle valve and open the drain valve of the filler device. Now the pressure in the pipe goes to the filling device and the oil filling seals the ball valve. The additional 20 bar will be gone until the valve will be entirely shut.
- Remove the filling equipment from the cylinder and immediately close the connection part with the blanking plug.

Description of the gas draining procedure:

- Move screw connection of the gas pressure cylinder to lowest position (III, 1).
- Unscrew sealing plug.
- Connect filling equipment
- To open the ball valve of the gas pressure cylinder slowly open the bottle valve. Thereby observe the pressure gauge so that max. pressure of 100 bar + 20 bar will not be exceeded. The check valve opens and floats in the oil filling.
- Now move screw connection of gas pressure cylinder to top position (III, 2).
- The screw connection must now be moved to lowest position so that the check valve will close (III, 1).
- Open drain valve. Check valve now floats back to the screw connection, sealing the oil and gas filling.
- Remove filling, resp. draining device and close connection socket with blanking plug.

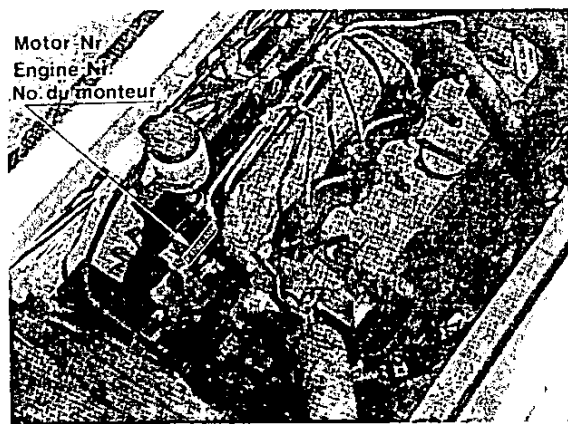


Abb. 1

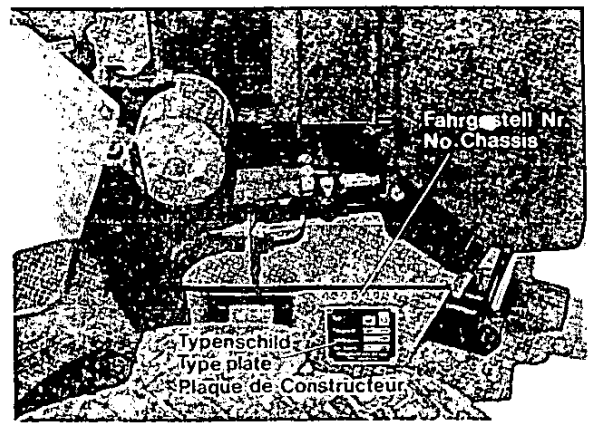


Abb. 2

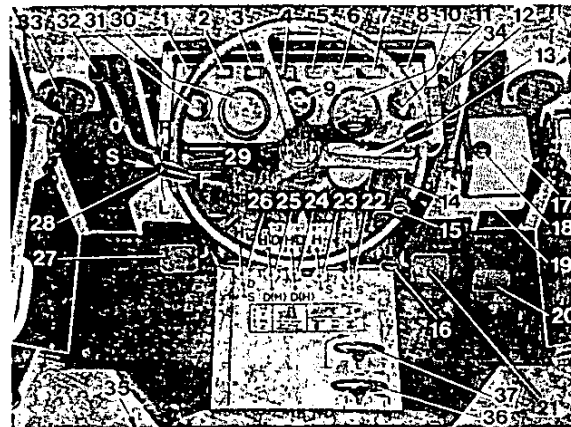


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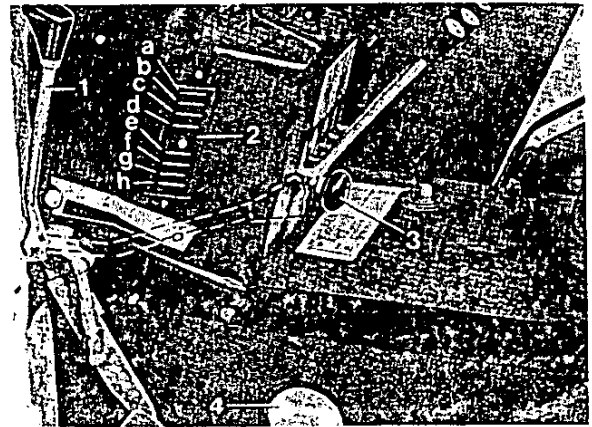


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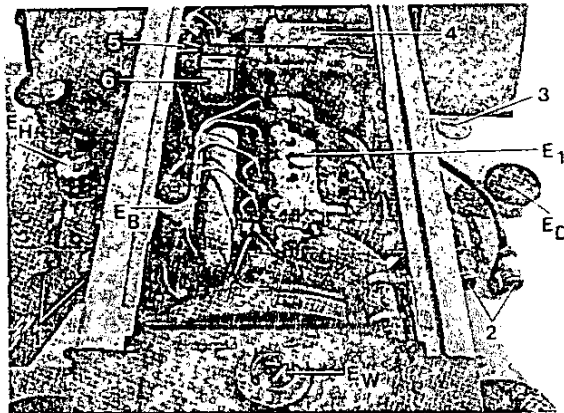


Abb. 13



Abb. 14

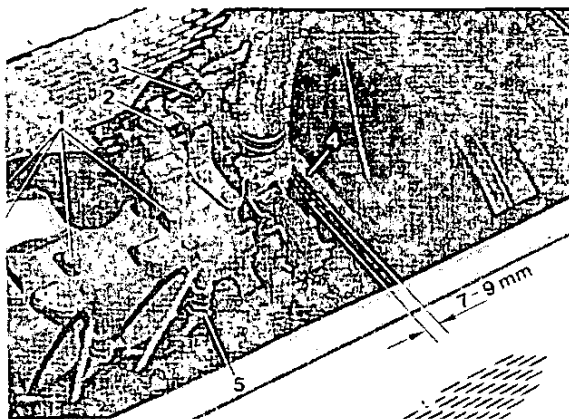


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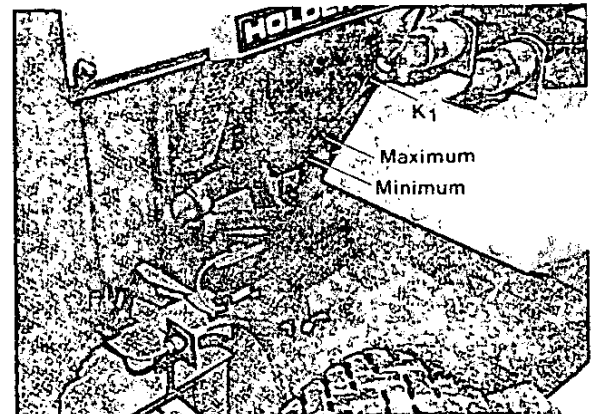


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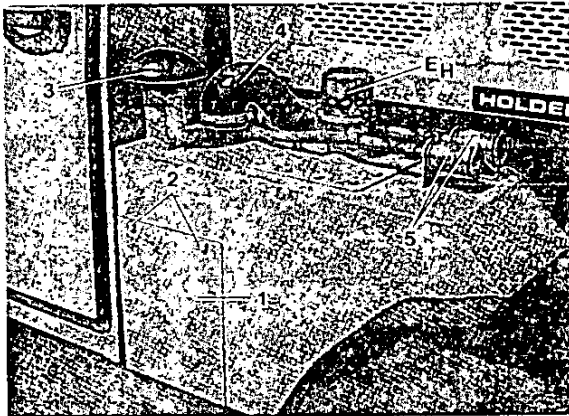


Abb. 25

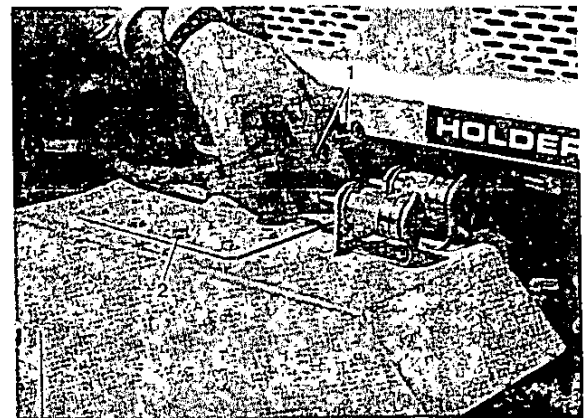


Abb. 26



Abb. 27

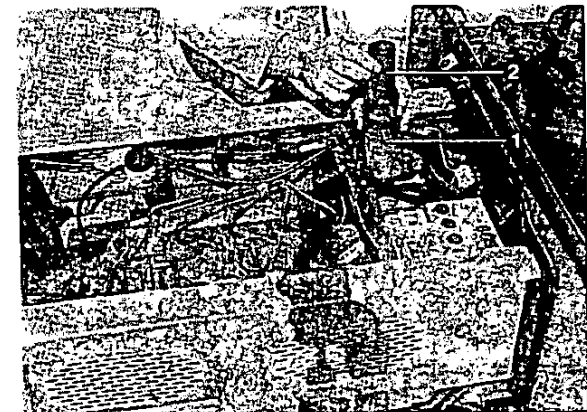


Abb. 28

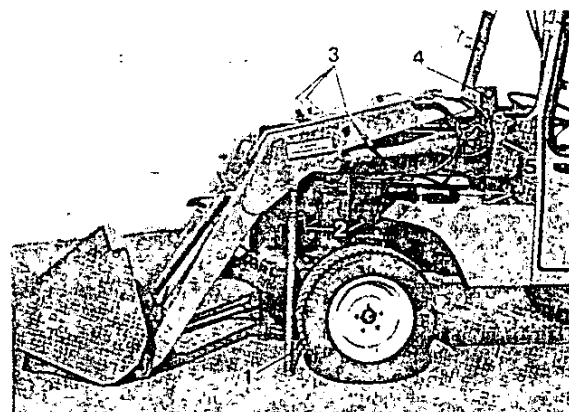


Abb. 36 b

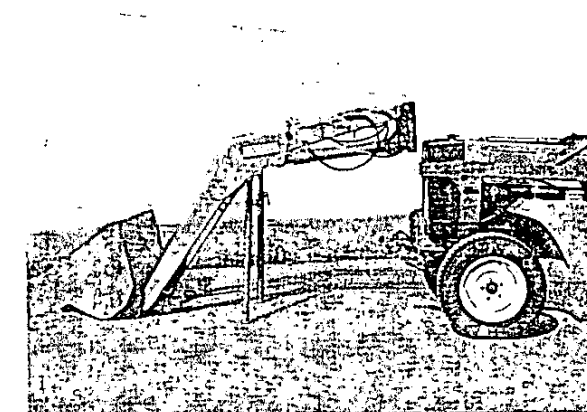


Abb. 36 c

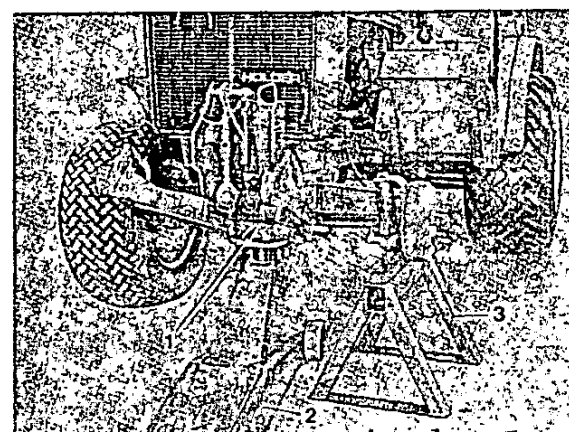


Abb. 37

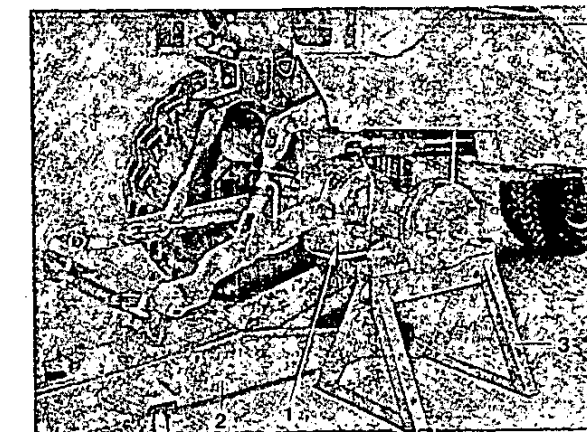


Abb. 38

We recommend to have the following paid services carried out by an accredited Holder Service Station. Details regarding the maintenance jobs are contained in the Operation manual under the heading „Service and Maintenance“.

Instructions according to operation manual	When received by the dealer	When handing tractor over to custom.	Daily	After the first 20 hours of operation	After every 150 hours of operation	After every 300 hours of operation	After every 500 hours of operation	After every 1500 hours of operation
1. Engine	•	•	•	•	•	•	•	•
a) Check oil level	•	•	•	•	•	•	•	•
Engine oil change (clean sealing cover)	•	•	•	•	•	•	•	•
Replace lubrication filter cartridges	•	•	•	•	•	•	•	•
b) Check air filter system, if necessary clean	•	•	•	•	•	•	•	•
Check cooling system, if necessary clean radiator fins	•	•	•	•	•	•	•	•
d) Check V-belt tension and condition, if nec. readjust	•	•	•	•	•	•	•	•
e) Check valve tolerance, if nec. readjust	•	•	•	•	•	•	•	•
f) Check injection nozzles, 137 bar (atm.)	•	•	•	•	•	•	•	•
g) Replace fuel filter cartridge	•	•	•	•	•	•	•	•
h) Check compression pressure (23.75 bar (atm.))	•	•	•	•	•	•	•	•
2. Gearbox	•	•	•	•	•	•	•	•
a) Check oil level in rear gearbox	•	•	•	•	•	•	•	•
b) Change gear oil, rear gearbox	•	•	•	•	•	•	•	•
3. Hydraulic system and steering system	•	•	•	•	•	•	•	•
a) Check hydraulic oil level	•	•	•	•	•	•	•	•
b) Hydraulic oil change	•	•	•	•	•	•	•	•
4. Hydraulic suction filter	•	•	•	•	•	•	•	•
Replace hydraulic oil filter of variable capacity hydraulic pump	•	•	•	•	•	•	•	•
5. Replace hydraulic oil filter of variable capacity hydraulic pump	•	•	•	•	•	•	•	•
6. Clean ventilation filter	•	•	•	•	•	•	•	•
7. Check hydro. pressure hoses from steering to steering cylinder	•	•	•	•	•	•	•	•
8. Check steering cyl. and servostat for loss of oil and for mechanical damages	•	•	•	•	•	•	•	•
9. Check braking system and, if nec. readjust (shop work)	•	•	•	•	•	•	•	•
10. Check brake fluid for hyd. operation brake, correct if nec., change brake fluid every 2 years	•	•	•	•	•	•	•	•
11. Lubrication, lubrication nipples	•	•	•	•	•	•	•	•
Lubricate all grease nipples (S)	•	•	•	•	•	•	•	•
12. Tighten all screw-unions according to torque wrench setting	•	•	•	•	•	•	•	•
13. Tighten all wheel nuts	•	•	•	•	•	•	•	•
14. Electrical System	•	•	•	•	•	•	•	•
a) Check electrical system	•	•	•	•	•	•	•	•
b) Check battery	•	•	•	•	•	•	•	•
c) Preload system - check function before cold season sets in	•	•	•	•	•	•	•	•
8. Check heating system and warm water hoses.	•	•	•	•	•	•	•	•
9. Clean fresh air filter of cab	•	•	•	•	•	•	•	•
10. Check and adjust the toe-in	•	•	•	•	•	•	•	•
11. Check air pressure of tyres	•	•	•	•	•	•	•	•
12. Test run engine and check function of tractor	•	•	•	•	•	•	•	•
13. Complete warranty file card and return to Holder	•	•	•	•	•	•	•	•
14. Give practical instruction of attachments	•	•	•	•	•	•	•	•
15. Hand over operation manual to customer	•	•	•	•	•	•	•	•

Explanation of signs:

- In danger of frost check cooling water concentration.
- For the first time after 150 hours of operation, thereafter every 1500 hours.
- 1500 operation hours or annually.
- Replace the filter for the first time after 20 hours of operation, for the 2nd time after 500 hours, thereafter every 1500 hours.
- Clean whenever necessary.
- Daily check on cooler (2, III, 24) for contamination.
- ! If the cooler fins are dirty, clean the oil cooler.

List of recommended engine oils and lubricants
Brands of oil which comply with the US Military Specification MIL-2104C after API quality CD/SE
For heavy operation conditions

	Single-grade oils	Multi-grade oils	Lubricants
ARAL	MIL-L2104C API CD/SE	MIL-L2104C API CD/SE/SF	Penetrationszahl 260 - 290
BAYWA	ARAL Turborail Motor Oil	ARAL Multi Turborail SAE 15 W-40	Langzeitkalt Mehrzweckkalt Spezialkalt FLM
BP	BAYWA HD Superior	BAYWA Super 2000 CD SAE 15 W-40	BP Energolite LS 2 Mehrzweckkalt L2
CASTROL	Castrol Dexoil CRD	Castrol Dexoil RX Super SAE 15 W-40	Castrol Spheroil AP2
ESSO	ESSOLUBE XD-3 +	ESSOLUBE XD-3 + 15 W-40 MOTOROL MHC 15 W-40	EXXON MEHRZWECK- FETT BEACON 2
ELF	ELF Performance 3 C	ELF Multi Performance 3 C SAE 15 W-40	ELF Multi 2 ELF Release 2 ELF Epsilon 2
FINA	Finia Kappa Plus Motor Oil	Finia Kappa Plus Multigrade SAE 15 W-40	Manson L 2
FUCHS	Renolin HD Superior	Titan Universal HD 1540 Renolin HD Superior 1540	Renolit MP Renolit Adhesiv 2 Renolit FLW 2
MOBIL	Mobil Delvac 1300, 1320 1350, 1350	Mobil Delvac Super 15 W-40	Mobilgrease MP
SHELL	Shell Rimula X Shell Rimula X	Shell Myrina, Shell Myrina T Shell Rimula X Multigrad SAE 15 W-40	Shell Retina A Multigrad 20
TEXACO	Valvoline HDS Topline C 3	Valvoline HDS Topline XHC	VALVOLINE LB 2
VALVOLINE	Valvoline HDS Topline C 3	Valvoline HDS Topline XHC	VALVOLINE LB 2
VEEDOL	Veodil Caddo HD Ultra	Veodil Dieselstar SAE 15 W-40	—

We do not claim this list to be complete. Oils of other companies can be used too, provided they comply with our regulations.

List of recommended hydraulic and gear oils

HYDRAULIC OILS:	Below - 10°C	- 10°C bis + 40°C	GEAR OILS: MIL-L2105 resp. API GL 4
ISO Viscosity HLP (HM) HV	VG 32	VG 68	SAE 80
ARAL	Viam H 32	—	EP SAE 80
AVIA	AVILUB HV 32	AVILUB HV 68	—
BP	BP Bartran HV 32	BP Bartran HV 68	EP SAE 80
CASTROL	HYSPIN AMH 32	HYSPIN AMH 68	HYPRO 80
CHEVRON	EP Hyd. Oil 32 HV	EP Hyd. Oil 68 HV	—
ESSO	UNIVIS J 32	UNIVIS N 56	GP-D 80
ELF	Hydrail 32	Hydrail 68	Tranself EP
FINA	HYDRAN HV 32	HYDRAN HV 68	PONTONIC N SAE 80 W
FUCHS	RENOLIN HV 32	RENOLIN HV 68	RENGEGEAR MP 80
OPTIMOL	HYDRO MV 5055	HYDRO MV 5065	—
MOBIL	DTE 13	DTE 16	MOBILUBE GX 80 W.A
SHELL	Tellus O.T 32	Tellus O.T 68	Spirax MA 80 W
TEXACO	Rando Oil HD AZ-32	Rando Oil HD CZ-68	Geatex EPA SAE 80 W
VALVOLINE	VALVOLINE ETC-25	VALVOLINE ETC-35	VALVOLINE X-18
HD Engine oils 1)	SAE 10 W 30 can be used all year round.	—	SAE 80

1) after API-CC resp. MIL-L-2104B und MIL-L-46152
Note: For temperatures over 0°C only oils of ISO viscosity class „VG 68“ are permitted.

Fuel
Make sure to use brand Diesel fuels having a sulphur content below 0.5 % in case of a higher sulphur content the periods between oil changes must be shortened.
The following fuel specifications are approved:

- DIN 51601
- ASTM D 975-81
- NF Codes
- F 54, F 75 and F 76
- BS 2859, A 1 and A 2
- DPA, DFC 1 u. DFC 2 (in case of A 2 note sulphur content)

Attention! To avoid problems we recommend to procure winter fuel in time.

Oil viscosity
As the viscosity of the lubricant is greatly influenced by the temperature the choice of SAE-grade should be governed by the ambient temperature at engine start.
The optimum operating behaviour will be attained if you take as guide the oil viscosity diagram appearing alongside.
Should temperatures temporarily fall below the limits of SAE-grade selected, this will merely affect the starting performance, but cause not be over a prolonged period, in order to keep wear down to a minimum.
Oil changes dictated by the time of the year can be avoided by using multi-grade oils. Multi-grade oils, particularly light-flowing oils - also tend to reduce consumption.
Using multi-grade oils with cold engine:
Intake valve = 0.18 - 0.22 mm
Exhaust valve = 0.18 - 0.22 mm

Filling quantities
Engine with filter change:
P 70 9.00 ltrs.
P 70 A 9.00 ltrs.
Hydraulic system (tank filling):
P 70 14.00 ltrs.
P 70 A 14.00 ltrs.
Rear gearbox:
P 70 14.00 ltrs.
P 70 A 14.00 ltrs.
SAE 80 gear oil

Fuel tank:
Capacity (total quantity):
P 70 33.00 ltrs.
P 70 A 33.00 ltrs.
Capacity (usable quantity):
P 70 31.00 ltrs.
P 70 A 31.00 ltrs.
Brake fluid of hyd. brake:
P 70 0.25 ltrs.
P 70 A 0.25 ltrs.
Change the brake fluid every 2 years.
The markings of the corresponding oil drops or control screws are valid for the correct oil level.

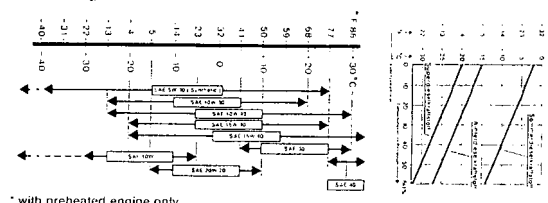
We recommend lithium-saponified multi-purpose grease with a penetration ratio of 260 to 290.
If the operation hours, prescribed for the various oil changing intervals, are not reached, change the oil at least once a year.

Torque wrench settings for screw connections	M 6	M 8	M 10	M 12
Hexagon screws and studs				
Screws without any marks	8.5 Nm (0.85 mkg)	19.5 Nm (1.95 mkg)	42 Nm (4.2 mkg)	70 Nm (7.0 mkg)
Screw quality 8.8 resp. 7 *	10.5 Nm (1.05 mkg)	25 Nm (2.5 mkg)	49 Nm (4.9 mkg)	86 Nm (8.6 mkg)
Screw quality 10.9 resp. 9 *	13.2 Nm (1.32 mkg)	39 Nm (3.9 mkg)	89 Nm (8.9 mkg)	117 Nm (11.7 mkg)
Hexagon screws and studs				
Screws without any marks	120 Nm (12.0 mkg)	185 Nm (18.5 mkg)	270 Nm (27.0 mkg)	380 Nm (38.0 mkg)
Screw quality 8.8 resp. 7 *	135 Nm (13.5 mkg)	210 Nm (21.0 mkg)	320 Nm (32.0 mkg)	425 Nm (42.5 mkg)
Screw quality 10.9 resp. 9 *	190 Nm (19.0 mkg)	285 Nm (28.5 mkg)	430 Nm (43.0 mkg)	610 Nm (61.0 mkg)

* Screw quality 7 and 9 is stated on the engine.

Cylinder screws
High-pressure valves
Hexagon screws M 10 (Servostat on steering support)
Tension screws for hydraulic control valves
Axles on gearbox M 10
Attachment rail for trailer hitch M 14
Front wheel carriers
Wheels, front and rear

- = 76 Nm (7.6 mkg)
- = 70 Nm (7.0 mkg)
- = 49 Nm (4.9 mkg)
- = 25 Nm (2.5 mkg)
- = 49 Nm (4.9 mkg)
- = 135 Nm (13.5 mkg)
- = 50 Nm (5.0 mkg)
- = 215 Nm (21.5 mkg)



with preheated engine only.



Abb. 5

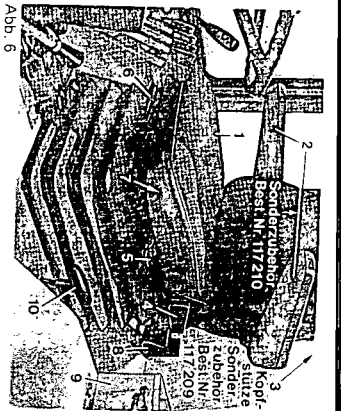


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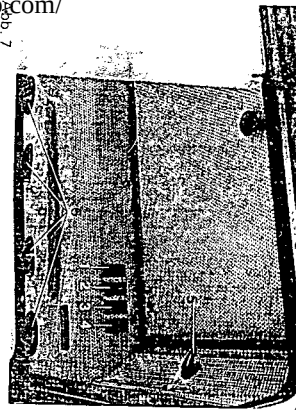


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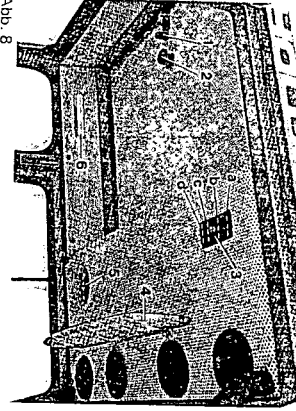


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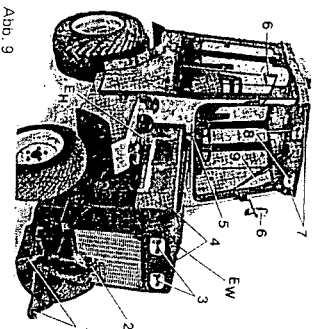


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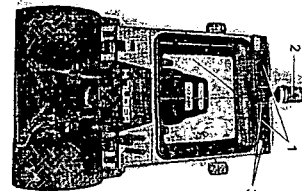


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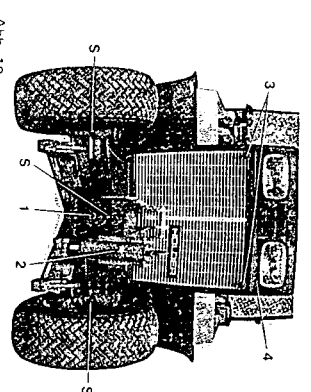


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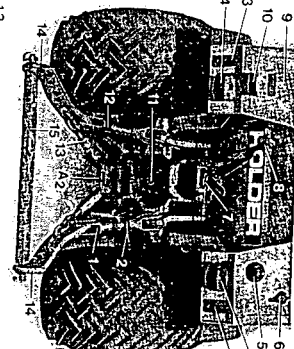


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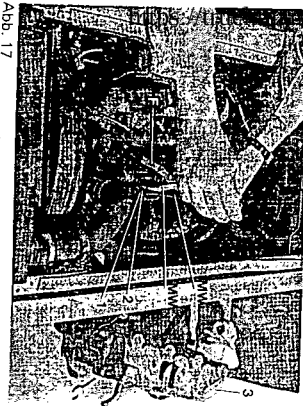


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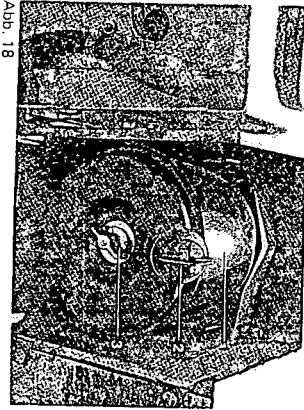


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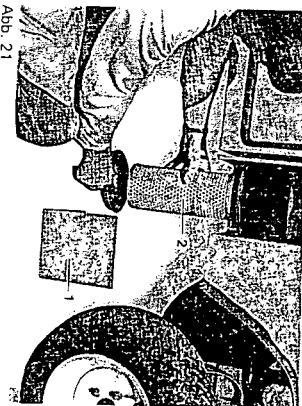


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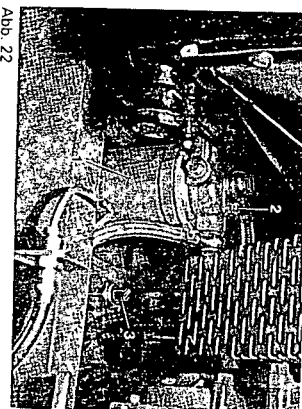


Abb. 22



Abb. 19

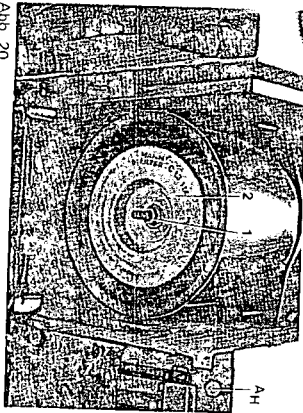


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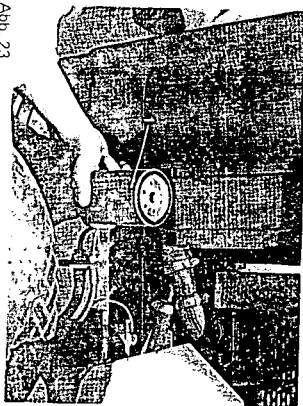


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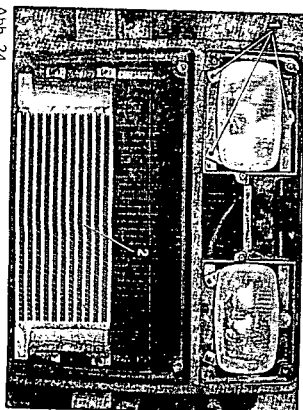
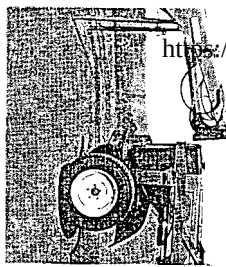
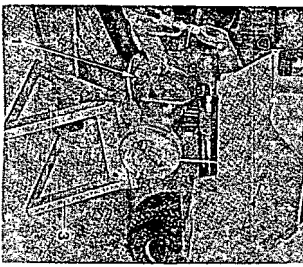


Abb. 24



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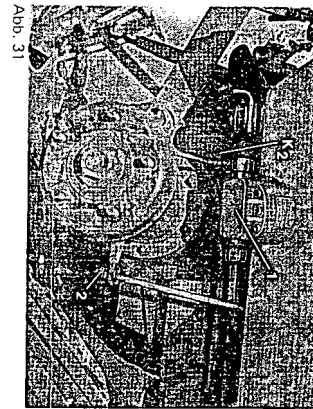
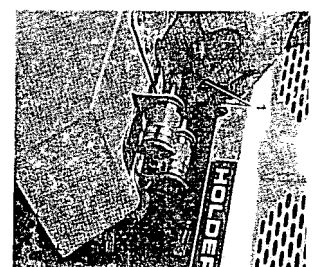
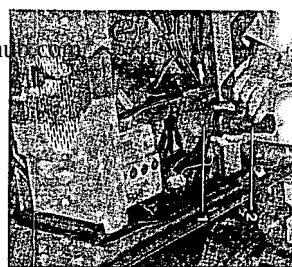


Abb. 31



Abb. 29

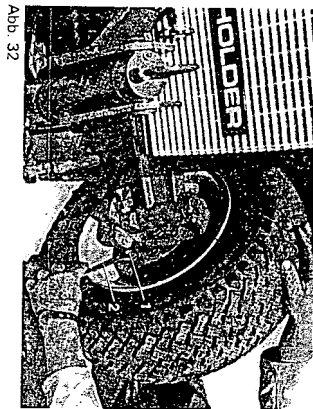


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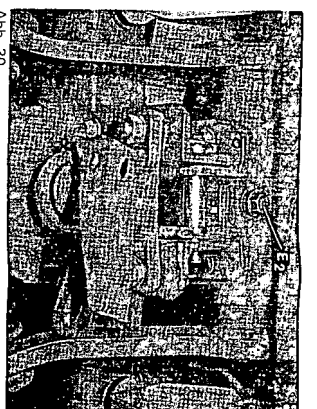


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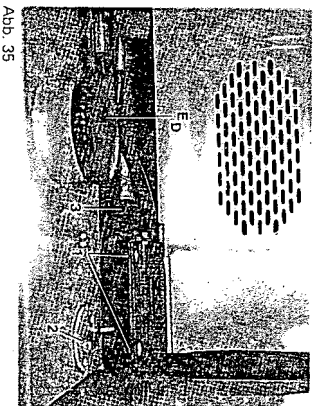


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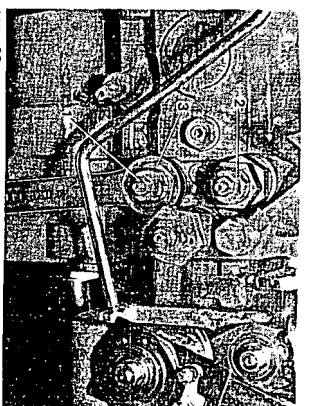


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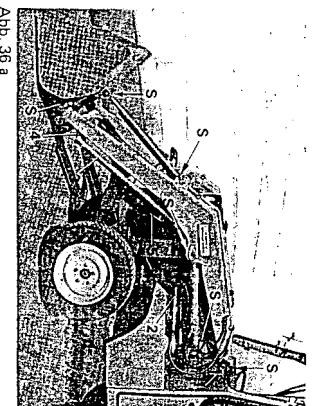


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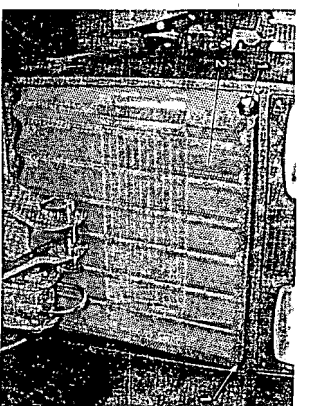
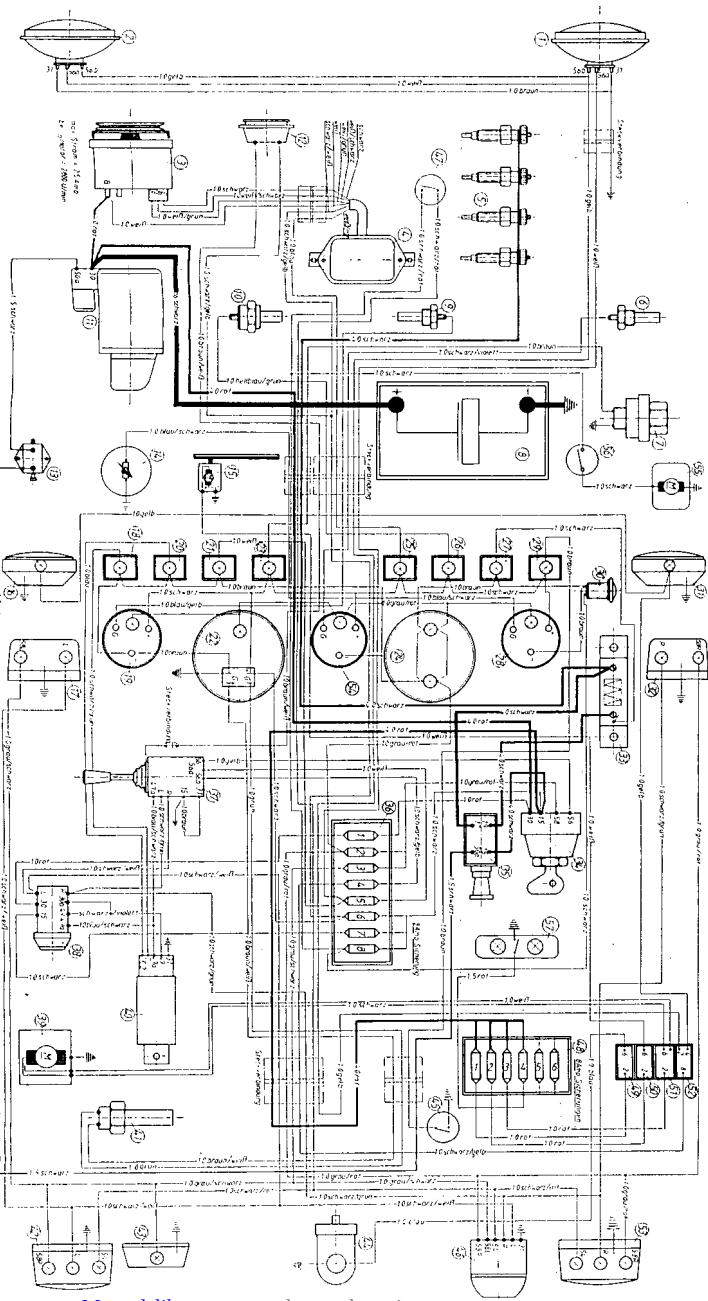


Abb. 34

Abb. 39



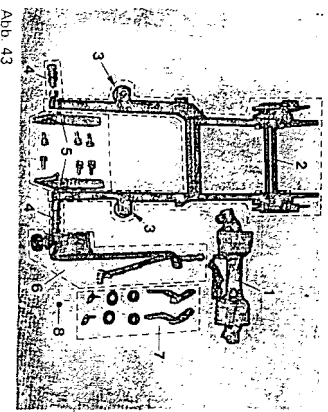


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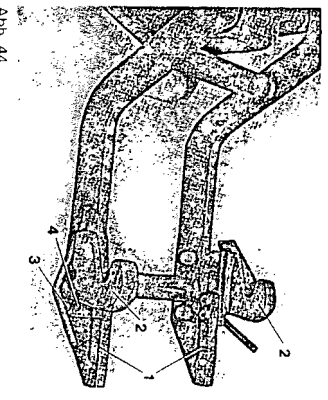


Abb. 44



Abb. 47



Abb. 48

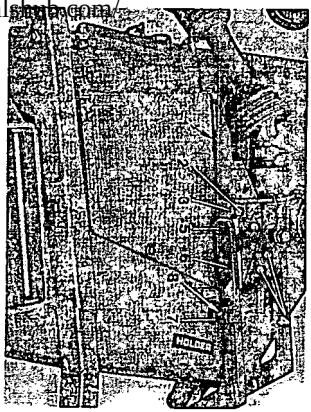


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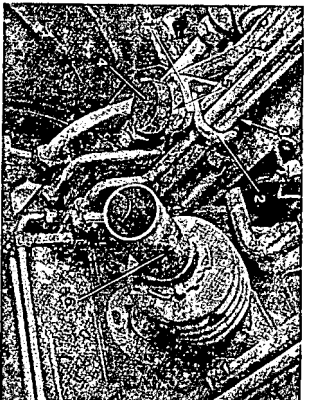


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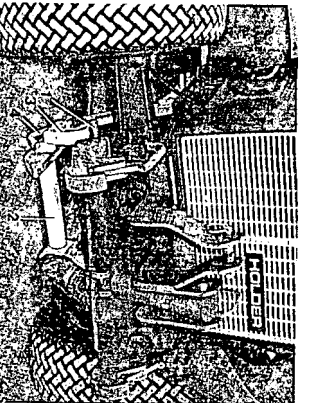


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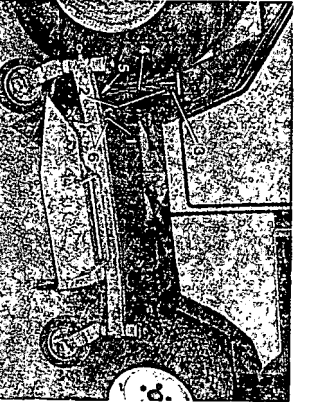


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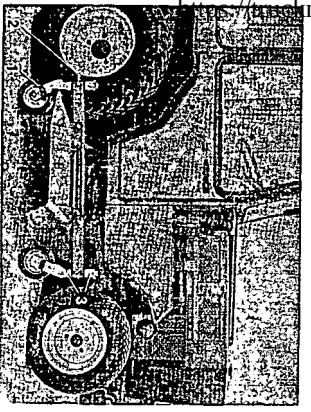


Abb. 51



Abb. 52

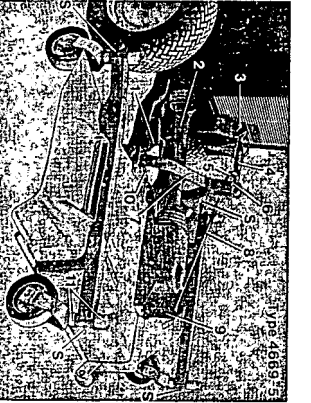


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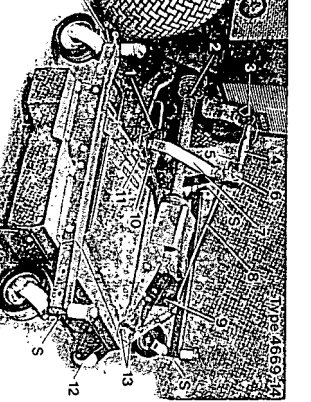


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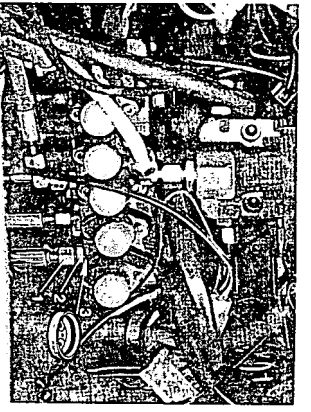


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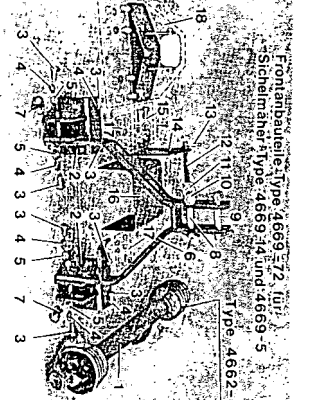


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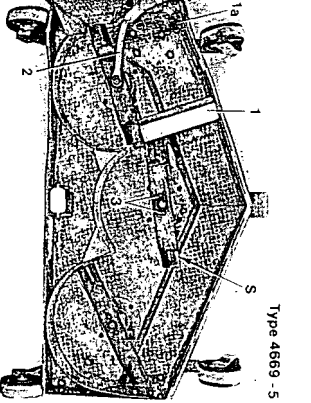


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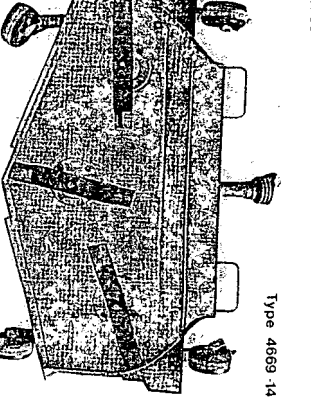


Abb. 58

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Strompumpe, Type 4669-14 und 4669-5

Type 4669-5

Type 4669-14

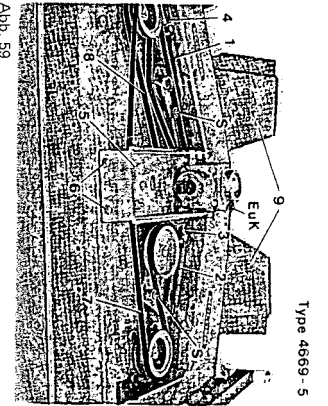


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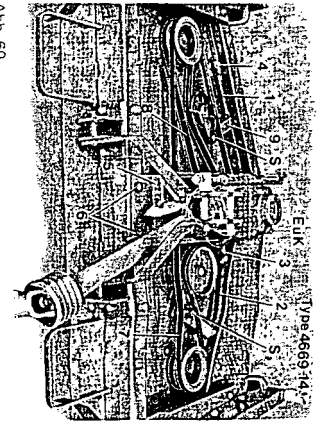


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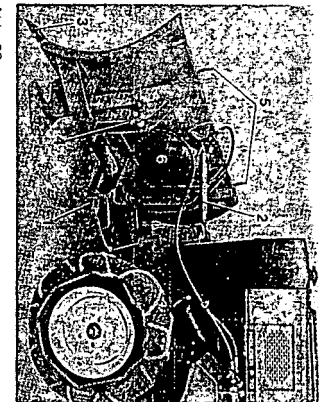


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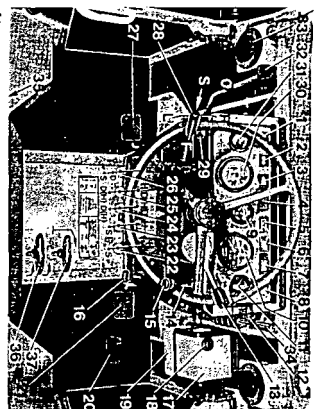


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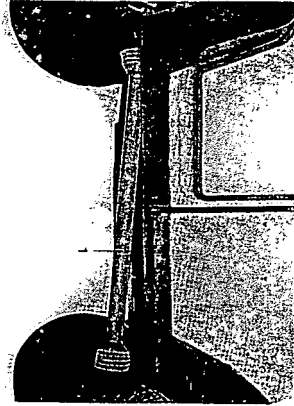


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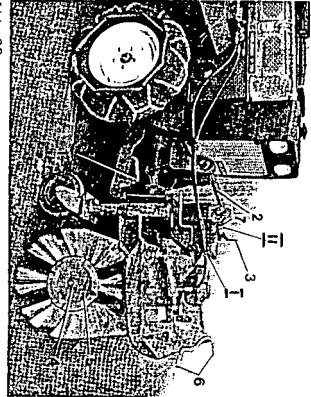


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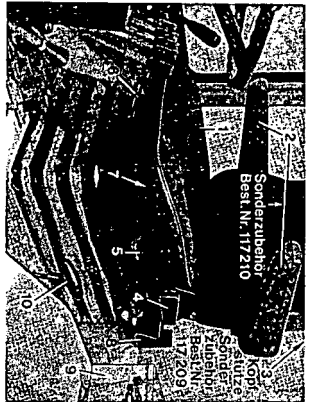


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