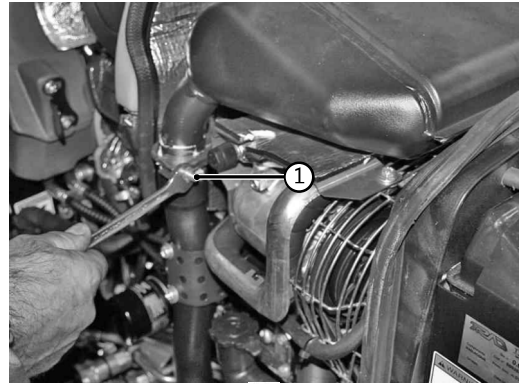




## Exhaust pipe - tractor with cab

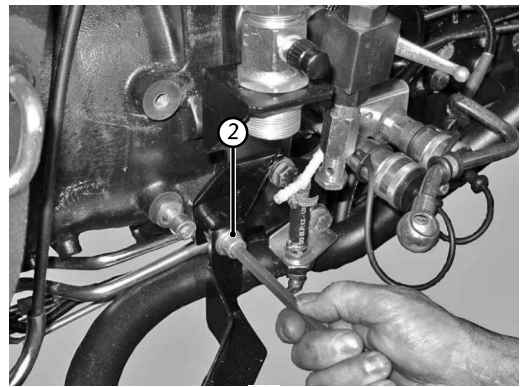
### Removal

Disconnect the exhaust pipe from silencer (1).



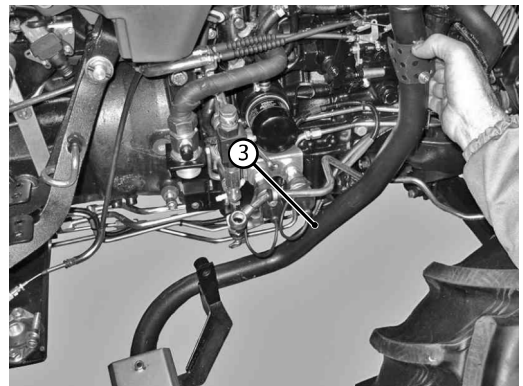
1.

Remove hex socket screw (2).



2.

Remove exhaust pipe (3).



3.

### Refitting

1. Refitting is the reverse of removal.



## Engine stop keyswitch

### Information, installation and inspection

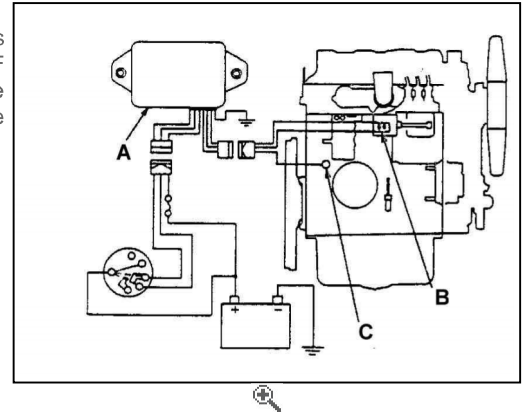
#### General information

This system consisting of a switch, a control timer and a solenoid, permits the operator to shut off the engine by turning the starter switch key to OFF position. Another function of this system is to shut off the engine automatically when the oil pressure is too low, or when coolant temperature is too high.

A - Control timer.

B - Solenoid.

C - Oil pressure switch.



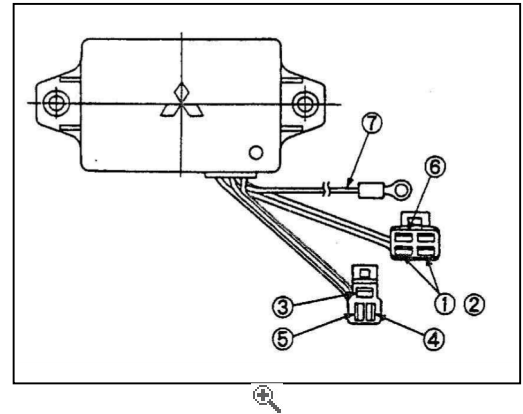
1.

#### Standard wire colour code

Engine stop keyswitch wiring diagram.

No	Wire colour	Connected to:
1	Dark blue	Solenoid
2	Dark blue	Solenoid
3	Red	Battery (starter switch B terminal)
4	Green	Starter switch ON terminal
5	Red/white	Starter (starter switch and starter)
7	Yellow	Oil pressure switch
8	Black	Earth

1.



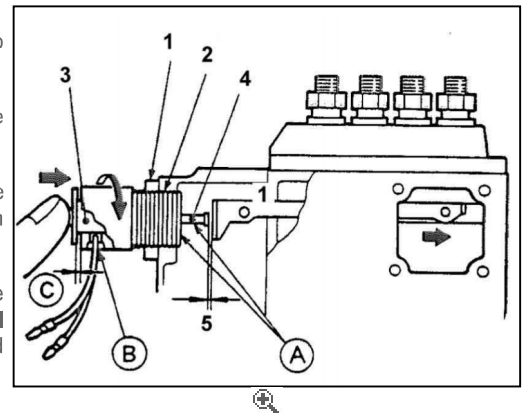
#### Refitting the engine stop solenoid

Remove the control rod cover. Apply thread sealant (Three Bond 1212) to the threads of the engine stop solenoid.

- o Apply sealant to the entire length of thread to be screwed into the governor housing.

Temporarily install the engine stop solenoid and the relative nut in the governor housing; then move the injection pump control rack to the injection shutoff position

Insert the engine stop solenoid in the governor housing while pushing the plunger towards the control rack to bring the shaft in contact with the control rod. At this point, clearance C should be 0 mm. (the plunger will be rotated as a result of the engine stop solenoid being screwed in).



Back off the engine stop solenoid by 30° - 45° (the clearance between the control rack and plunger will be 0.15 to 0.20 mm (0.0059 to 0.0079 in.), then

tighten the nut to the specified torque. Start the engine and make sure the engine stops when the plunger reaches the end of its stroke.

1 - Tightening torque:  $4.5 \pm 0.5 \text{ kgf} \times \text{m}$  ( $32.5 \pm 3.6 \text{ lbf} \times \text{ft}$ ) [ $44 \pm \text{N} \times \text{m}$ ].

2 - Threads to be coated with thread sealant.

3 - Shaft.

4 - Plunger.

5 - From 0.15 mm to 0.20 mm (from 0.0059 to 0.0079 in).

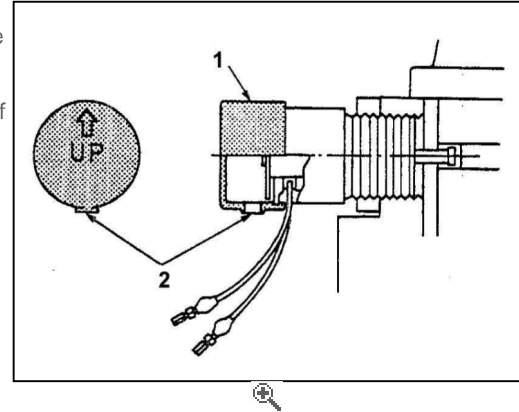
1.
  - o Do not allow thread sealant to contact (A) and do not allow cleaning solvent to enter the solenoid through aperture (B).

Install the rubber cap in position with the arrow pointing upwards (with the side with the water drain hole down) as shown in the figure.

- o Do not allow cleaning solvent to come into contact with any part of the solenoid.

1 - Rubber cap.

2 - Water drain hole.



2.

#### Inspection after installation.

1. Start the engine and make sure the engine stops when the starter switch key is turned to OFF position. Start the engine and make sure the engine stops when the oil pressure switch terminal is shorted to the switch body.



## Alternator

### Inspection, precautions and checks

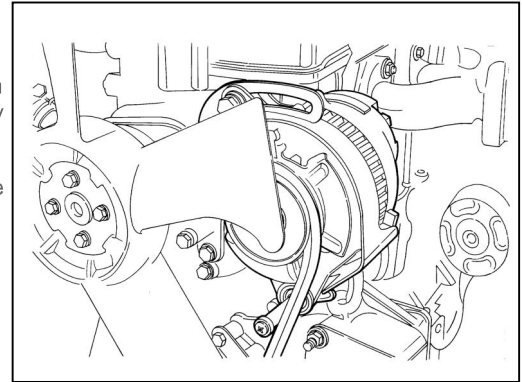
Inspection before removal.

The correct diagnosis of the charging system requires a careful inspection with the alternator on the engine to determine whether or not it is necessary to remove the alternator from the engine for further inspection.

The following chart, in which two troubles are listed with four possible causes of each, will help locate the cause of the trouble.

Excessive charge from alternator	Voltage regulator setting too high
	Ground return circuit defective
	Incorrect wiring
	Series resistor or winding open-circuit
Lack of charge from alternator	Alternator drivebelt slack
	Voltage regulator setting too low
	Low charge from alternator
	Brushes worn

1.

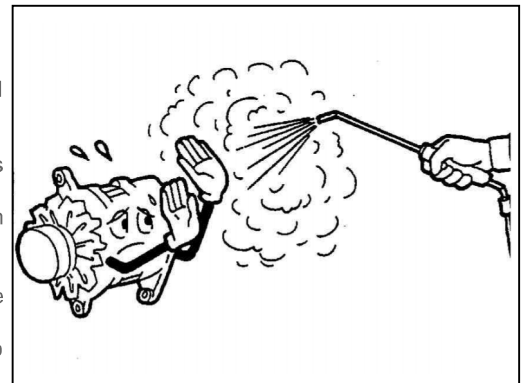


Precautions for removal.

The following is a list of basic precautions that should always be observed when removing components:

1. When installing the battery, make sure the negative ( - ) terminal is earthed.
2. Do not use a meghom-meter (a high-voltage, low current insulation tester).
3. Disconnect the battery leads before charging the battery.
4. Do not attempt to disconnect the lead from the B terminal of the alternator when the engine is running.
5. Battery voltage is being applied to the B terminal of the alternator. Do not earth it.
6. Do not short or earth the L terminal of the alternator with an integral regulator.
7. Do not use a steam cleaner to clean the alternator.

2.



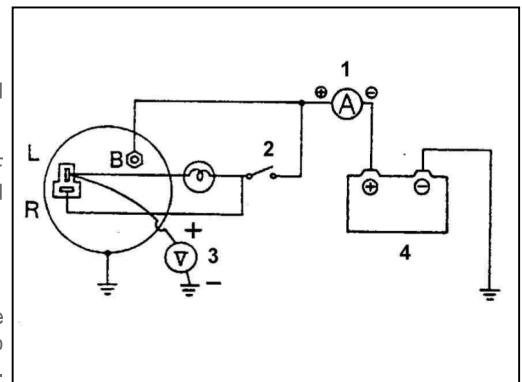
Checking the voltage setting.

Connect the alternator to a 12 volt battery with an ammeter, a voltmeter and a switch, as shown in the figure.

The voltmeter reading should be zero (0) when the starter switch is in OFF position, and below the battery voltage level when the switch is in the ON position. In this condition the engine does not start.

With one ammeter lead short-circuited, start the engine.

Check the voltmeter reading when the ammeter reading is below five amperes and the engine is running at 1800 rpm or 2500 rpm with no electrical loads. The voltage setting varies with alternator temperature. Generally, the higher the alternator temperature, the lower the voltage setting.



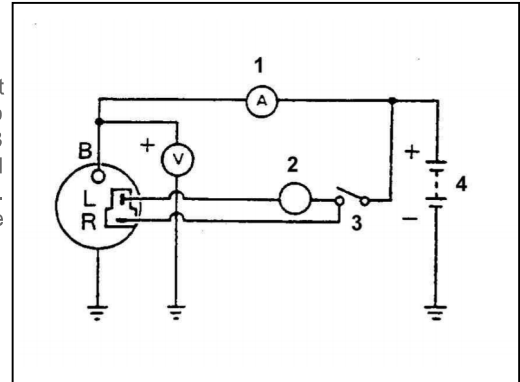
Item	Standard

Voltage setting (at 20°C [68°F])	14.7 V ± 0.3 V
----------------------------------	----------------

- 1 - Ammeter.
- 2 - Switch.
- 3 - Voltmeter.
- 4 - Battery (12 volts).

3. Testing output characteristics.

Disconnect the earth lead from the negative terminal of the battery. Connect one ammeter lead to the B terminal of the alternator and the other lead to the positive terminal of the battery. Connect one voltmeter lead to the B terminal and the other lead to earth; then connect the earth (negative) lead of the battery. Start the engine and switch on all the electrical loads. Increase the engine revs and measure the maximum output current at the specified alternator speed, when the voltmeter reading is 13.5 volts.



Item	Model	Standards	
		Voltage / current at terminals	Speed
Output characteristics (at normal temperature)	A7T0207	13.5 V / 33 A	2500 maximum rpm
		13.5 V / 47 A	5000 maximum rpm.

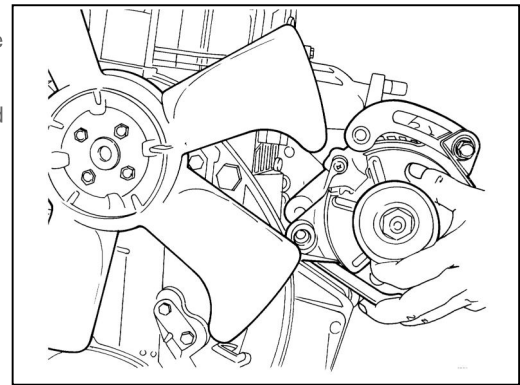
- 1 - Ammeter.
  - 2 - Battery charging warning light.
  - 3 - Switch.
  - 4 - Battery.
- 4.

## Disassembly

Disconnect the battery leads, disconnect the lead from terminal B of the alternator, then disconnect the wiring connector from the alternator.

Loosen the mounting screws, move the alternator towards the engine and remove the drivebelt.

Remove the alternator.



- 1.

## Refitting

Locate the alternator. Fit the adjustment screw to hold the alternator in position.

Locate the drivebelt on the pulley. Move the alternator away from the engine to tension the drivebelt.

Tighten the screws.

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