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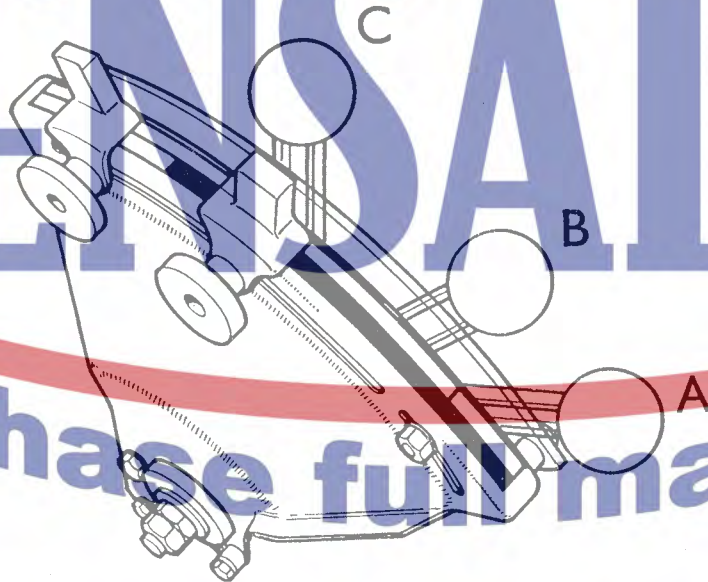
OPERATION

It is advisable to ensure that there is sufficient oil in the sump to feed the external system, approximately half a gallon extra will be needed for a trailer or loader. Up to one gallon extra may be added when necessary. To pump oil to the external equipment, pull the hand lever fully rearward past the spring loaded stop. To stop the flow of oil, release the hand lever which will spring back to the hold position (in this position the pump is unloaded and the oil locked in the external equipment). To return oil to the sump, push the hand lever forward to the finger guide.



Do not go forward beyond the lower position or TCU pressure will be applied and this is sufficient to drive a mower or raise an empty loader.

For external equipment with its own hydraulic controls and requiring continuous pressure, hold the hand lever in the rear position by using the Catch Unit-U730 (see page 17).



Black band — Lift, hold, lower

FIGURE 1/15.

HAND LEVER POSITIONS WITH DIAL POINTER AT EXTERNAL

A. Lift position

B. Hold position

C. Lower position

3-WAY VALVE
Connections

The two external connections are available on the front of the unit and are supplied sealed with $\frac{3}{4}$ UNC plugs. The

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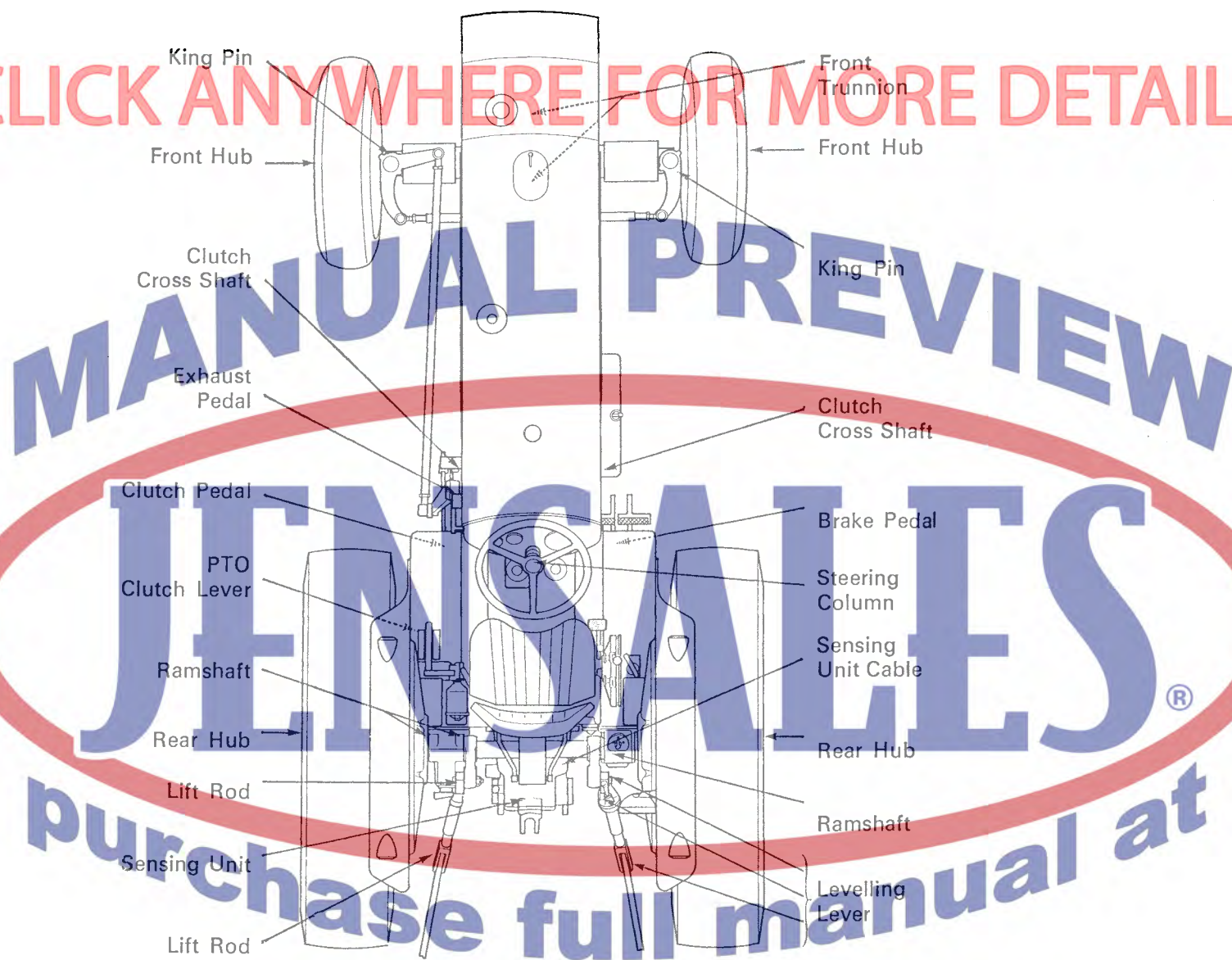


FIGURE 2/2. GREASING CHART

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In addition to the above points, the greaser on the hand brake housing should be injected with oneshot of SAE 140 oil every 500 hours only.

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water are unsuitable. (4) When topping-up, use a mixture of anti-freeze and water. (5) Ensure that the system is free from leaks at hose joints, etc. (6) If cylinder head gasket blowing is suspected, attend to the leakage at once, and refill with a brand new anti-freeze mixture. It is recommended that the system be drained and refilled with a new mixture once a year. Even with the so called "permanent" varieties it is not recommended that they be retained for more than two years.

AIR CLEANER

A 3-stage filter system is used to provide the best possible protection to the engine. The first stage is a centrifugal pre-filter. A pre-filter with a removable paper element can be fitted as an alternative. The second and third stages consist of the oil bath and the detachable wire mesh.

In servicing the cleaner, the aim is to prevent more than $\frac{1}{4}$ in (6 mm) of dirt accumulating in the oil bath and to prevent the detachable wire mesh becoming choked with oily dust. If the dust collected by the cleaner is not removed frequently, it will reach the stage where it will be carried over into the engine. This will cause premature wear and excessive oil consumption.

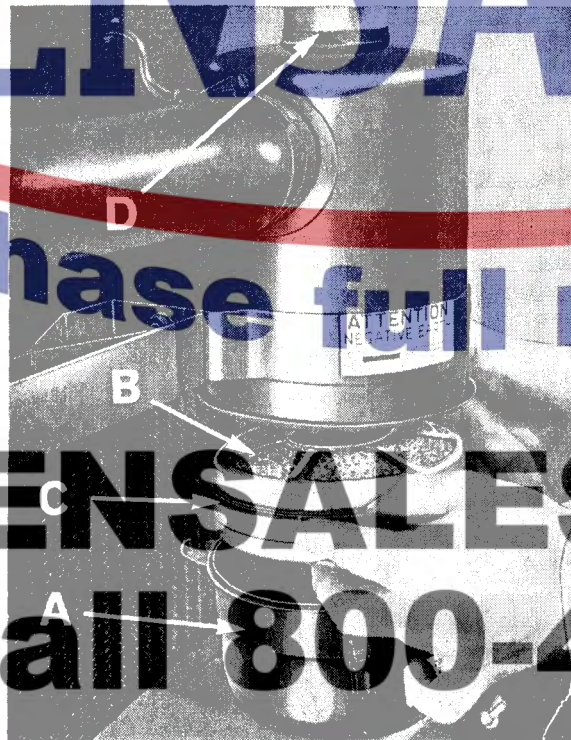


FIGURE 3/2.
AIR CLEANER

- A. Oil pan
- B. Wire mesh
- C. Rubber seals
- D. Pre-cleaner location
- E. Cleaner body

frequently. Use only distilled water or soft clean rain water for filling. The top of the battery should be dried off and cleaned. Smear a little petroleum jelly on each terminal.

BONNET (HOOD) AND GRILLE REMOVAL

The grille is removed by turning the two fasteners at the top counter-clockwise half a turn and pulling the top forward as shown in Fig. 3/4. Access is gained to the battery, air cleaner and the hydraulic pump.



FIGURE 3/4.
GRILLE REMOVAL

The bonnet (hood) top may be removed as follows, refer to Fig. 3/5.

1. Remove the exhaust silencer (muffler) by lifting upwards.
2. Unhitch the finger hooks A by pressing down and forwards.
3. Using the small square end of the tool C provided, turn the catch B on each side of the bonnet to disconnect it from the top section. The hood may then be lifted off.

To gain access to the radiator filler it is not necessary to remove the bonnet top as a small hatch cover is fitted. Turn the knob counter-clockwise and hinge forward.