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MANUAL PREVIEW

Ford

Service Manual

550 & 555

Tractor, Loader & Backhoe

Volume 1 of 2

Service Manual

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BEARINGS

Bearings which are considered suitable for further service should be cleaned in a suitable solvent and immersed in clean lubricating oil until required.

Installation of a bearing can be classified in two ways: press fit on rotating parts such as shafts, and gears, and push fit into static locations such as reduction gear housings. Where possible, always install the bearing onto the rotating component first.

Use the correct tools or a press, to install a bearing or bushing. In the absence of the correct tools or press, heat the bearings and/or the casing in hot oil to assist the installation of the bearing.

When bearings or bushings are removed always carefully check that the bearing is free from discoloration and signs of over-heating. Also check for mechanical damage such as excessive clearance, nicks and scuffing. If in doubt replace the bearings or bushings.

Bearings should never be removed unless absolutely necessary. Always use the recommended puller to reduce the risk of bearing or related component damage.

The reliability and durability of a unit depends on the effective operation of the many types of bearings and bushings which are incorporated in the complete assembly.

These bearings and bushings are subjected, in normal operation, to high working loads and adverse conditions.

Be sure during normal routine servicing, maintenance or repair that bearings are given the right attention and are installed with care.

PRESSURE TESTING

Prior to pressure testing be sure all hoses are in good condition and all connections tight. Pressure readings must be taken with gauges of specified pressure ratings.

The correct procedure should be rigidly observed to prevent damage to the system or the equipment and to eliminate the possibility of personal injury.

WARNING: Service the engine compartment with the Loader bucket on the ground in the dumped position or in the raised position with the Loader lift cylinder "SAFETY BAR" installed (see Figure 1). Never work under or around a raised Loader without the "SAFETY BAR INSTALLED".



Figure 1
Loader Lift Cylinder "Safety Bar"
Installed in Raised Position



Figure 2
Loader Lift Cylinder "Safety Bar"
Installed in Storage Position

**PART 1
ENGINE SYSTEM**

CLICK ANYWHERE FOR MORE DETAILS

**Chapter 1
ENGINES**

Section		Page
A	ENGINE — DESCRIPTION AND OPERATION	1
B	ENGINE — OVERHAUL	3

**Chapter 2
COOLING SYSTEM**

Section		Page
A	COOLING SYSTEM — DESCRIPTION AND OPERATION	35
B	COOLING SYSTEM — OVERHAUL	36

**Chapter 3
TROUBLE SHOOTING, SPECIFICATIONS AND
SPECIAL TOOLS**

Section		Page
A	TROUBLE SHOOTING	45
B	SPECIFICATIONS	50
C	SPECIAL TOOLS	58

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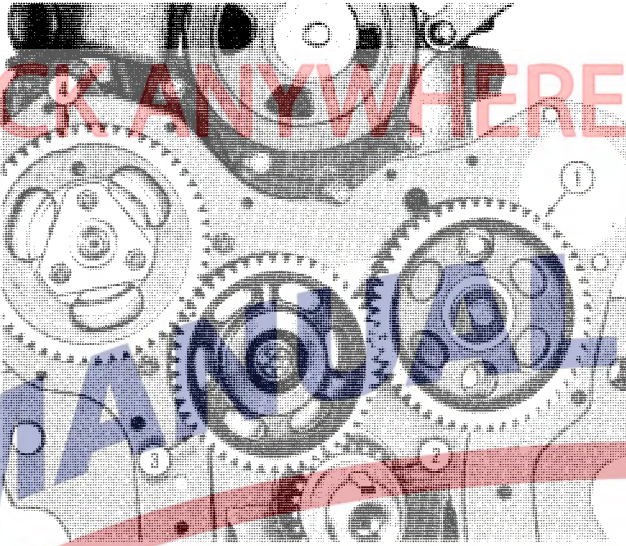


Figure 28
Aligning The Timing Gears

1. Camshaft Gear
2. Crankshaft Gear
3. Camshaft Drive Gear
4. Injection Pump Drive Gear

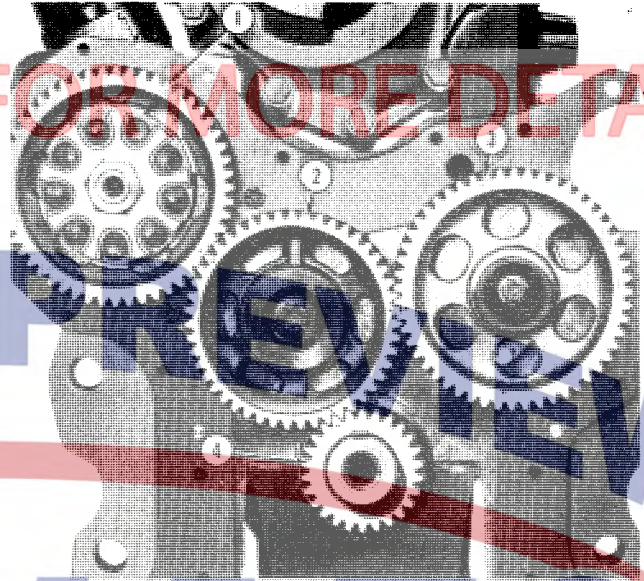


Figure 30
Timing Gears

1. Distributor Drive Gear
2. Camshaft Drive Gear
3. Camshaft Gear
4. Crankshaft Gear

Gasoline Engine:

Install the front timing gear with timing mark aligned with the governor drive gear, Figure 30 and tighten the self-locking retaining bolt to the specified torque. Install the governor outer race assembly.

5. Install a new dust seal in the front cover. Lubricate the oil seal with petroleum jelly and use Adapter No. 9210 to press the seal into the front cover.
6. Locate the oil slinger onto the crankshaft with the dished face outwards.
7. Position a new gasket on the engine front plate and install the front cover. Be sure the cover aligns with the dowel pins. Tighten the bolts to the specified torque.



Figure 29
**Injection Pump Drive Gear To
Camshaft Drive Gear Timing**

1. Pump Drive Gear
2. Camshaft Drive Gear
3. 3-Cylinder Timing Mark

8. Lubricate the crankshaft pulley spacer and slide over the key. Replace the pulley hub and tap onto the crankshaft. Tighten the securing bolt to the specified torque, see "Specifications" — Chapter 3.

**PART 2
FUEL SYSTEMS**

CLICK ANYWHERE FOR MORE DETAILS

**Chapter 1
FUEL SYSTEM — DIESEL**

Section		Page
A.	FUEL INJECTION PUMP — DESCRIPTION AND OPERATION	1
B.	THERMOSTART	5
C.	ADJUSTMENTS	5

**Chapter 2
FUEL SYSTEM — GASOLINE**

Section		Page
A.	DESCRIPTION AND OPERATION	9
B.	ADJUSTMENTS	13
C.	CARBURETOR	15
D.	FUEL TANK, LINES, PUMP, FILTER AND SEDIMENT BOWL	19

**Chapter 3
INJECTORS**

Section		Page
A.	INJECTORS — DESCRIPTION AND OPERATION	21
B.	INJECTORS — OVERHAUL	22

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**Chapter 4
AIR CLEANER**

CLICK ANYWHERE FOR MORE DETAILS

Section		Page
A.	AIR CLEANER — DESCRIPTION AND OPERATION	29
B.	AIR CLEANER — OVERHAUL AND SERVICE	29

**PART 2
FUEL SYSTEMS**

Chapter 5

**TROUBLE SHOOTING, SPECIFICATIONS
AND SPECIAL TOOLS**

CLICK ANYWHERE FOR MORE DETAILS

MANUAL PREVIEW

Section

- A. TROUBLE SHOOTING
- B. SPECIFICATIONS
- C. SPECIAL TOOLS

Page

- 31
- 36
- 38

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**PART 3
ELECTRICAL SYSTEM**

CLICK ANYWHERE FOR MORE DETAILS

**Chapter 1
WIRING, LIGHTS AND CONTROLS**

Section		Page
A.	WIRING SCHEMATICS AND DESCRIPTION	2
B.	WIRING SCHEMATICS — CAB AIR CONDITIONING	9
C.	PRODUCTION CHANGES	12

**Chapter 2
BATTERY**

Section		Page
A.	BATTERY — DESCRIPTION AND OPERATION	13
B.	BATTERY — MAINTENANCE AND TESTS	13

**Chapter 3
STARTING MOTOR**

Section		Page
A.	STARTING MOTOR — DESCRIPTION AND OPERATION	19
B.	STARTING MOTOR — OVERHAUL	22
C.	STARTING MOTOR RELAY — DESCRIPTION AND OPERATION	24
D.	STARTING MOTOR RELAY — OVERHAUL	34
E.	SAFETY START SWITCH — DESCRIPTION AND OPERATION	34
F.	SAFETY START SWITCH — OVERHAUL	34
G.	KEY START SWITCH	36

**Chapter 4
CHARGING SYSTEM**

Section		Page
A.	CHARGING SYSTEM — DESCRIPTION AND OPERATION	37
B.	TROUBLESHOOTING — IN-VEHICLE TESTS	42
a.	OUTPUT AND SYSTEM CAPACITY TEST	43
b.	EXCITATION VOLTAGE TEST	44
c.	OPEN OR SHORTED DIODE, OR OPEN POSITIVE DIODE TEST	45
d.	SHORTED POSITIVE RECTIFIER DIODE TEST	46
e.	OPERATION TEST	46
f.	REGULATOR OR REGULATOR CIRCUIT TEST	47
C.	CHARGING SYSTEM — OVERHAUL	47

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**PART 3
ELECTRICAL SYSTEM**

**Chapter 5
IGNITION SYSTEM**

Section		Page
A.	DESCRIPTION	59
B.	IGNITION SYSTEM TESTS	60
C.	DISTRIBUTOR	65
D.	DISTRIBUTOR DRIVE	73
E.	IGNITION COIL	75
F.	SPARK PLUGS AND WIRES	76

**Chapter 6
TROUBLESHOOTING,
SPECIFICATIONS AND SPECIAL TOOLS**

Section		Page
A.	TROUBLESHOOTING	79
B.	SPECIFICATIONS	81
C.	SPECIAL TOOLS	84

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Figure 5
Fuse Box Wiring

- | | |
|--|--|
| 1. Instrument Panel Harness (Yellow) | *14. 5 Amp. Flasher Warning/Turn Signal Circuit (Yellow-Red) |
| 2. Instrument Panel Harness (Red-Blue) | *15. 10 Amp. Horn Circuit (Yellow-White) (Model 555) |
| 3. Transmission Oil Temperature Warning Light Delay Switch | 15 Amp. Horn Circuit (Yellow-White) (Model 550) |
| 4. Warning Light Harness Connector | 16. 30 Amp. Light Switch Circuit Breaker |
| 5. Instrument Panel Harness | 17. Light Switch |
| 6. Flasher Warning Light Circuit (Green) | 18. Fuse Link Wire |
| 7. Flasher Assembly | 19. Starting Motor |
| 8. Cab Circuit Relay | 20. 8 Amp. Cab Front Wiper Switch Circuit Breaker |
| 9. Deck or Cab Harness | 21. Front Wiper Switch |
| 10. Fuse Box (Model 550) | 22. 20 Amp. Cab Circuit Breaker |
| 11. Engine Harness | |
| *12. 3 Amp. Cab Dome Light Switch (Green-White) | |
| *13. 3 Amp. Warning Light Circuit (Yellow-Black) | |

*Fuse Box on 550 — In Line Fuses on 555

**PART 4
CLUTCH**

CLICK ANYWHERE FOR MORE DETAILS

MANUAL PREVIEW

**Chapter 1
CLUTCH OVERHAUL**

Section		Page
A.	CLUTCH – DESCRIPTION AND OPERATION	1
B.	CLUTCH – LINKAGE (FREE TRAVEL) ADJUSTMENT	1
C.	CLUTCH – REMOVAL AND INSTALLATION	2
D.	CLUTCH – PRESSURE PLATE AND COVER OVERHAUL	3

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**Chapter 2
SERVICING CLUTCH ASSOCIATED COMPONENTS**

Section		Page
A.	CLUTCH PILOT BEARING – DESCRIPTION AND OVERHAUL	9
B.	CLUTCH RELEASE BEARING – DESCRIPTION AND OVERHAUL	9
C.	CLUTCH RELEASE SHAFT – OVERHAUL	10
D.	CLUTCH PEDAL AND LINKAGE – OVERHAUL	10

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**Chapter 3
SPECIFICATIONS AND SPECIAL TOOLS**

CLICK ANYWHERE FOR MORE DETAILS

Section		Page
A.	SPECIFICATIONS	13
B.	SPECIAL TOOLS	13

PART 5
MANUAL REVERSING TRANSMISSION

Chapter 1
OVERHAULING THE TRANSMISSION

Section		Page
A.	MANUAL REVERSING TRANSMISSION – DESCRIPTION AND OPERATION	1
B.	INTRODUCTION TO OVERHAULING THE TRANSMISSION	3
C.	GEARSHIFT COVER OVERHAUL	4
D.	FRONT END OVERHAUL	4
E.	REAR END OVERHAUL	6
F.	COMPLETE OVERHAUL	9
G.	COMPONENT INSPECTION AND REPAIR	14

Chapter 2
SPECIFICATIONS AND SPECIAL TOOLS

Section		Page
A.	SPECIFICATIONS	21
B.	SPECIAL TOOLS	22

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PART 6

POWER REVERSING TRANSMISSION

Chapter 1

POWER REVERSING TRANSMISSION OVERHAUL

Section	Page
A. POWER REVERSING TRANSMISSION – DESCRIPTION AND OPERATION	1
B. INTRODUCTION TO OVERHAULING THE TRANSMISSION	12
C. GEARSHIFT COVER OVERHAUL	14
D. FRONT END OVERHAUL	19
E. REAR END OVERHAUL	25
F. COMPLETE OVERHAUL	28
G. COMPONENT OVERHAUL	31

Chapter 2

TROUBLE SHOOTING SPECIFICATIONS AND SPECIAL TOOLS

Section	Page
A. TROUBLE SHOOTING	47
B. SPECIFICATIONS	54
C. SPECIAL TOOLS	58

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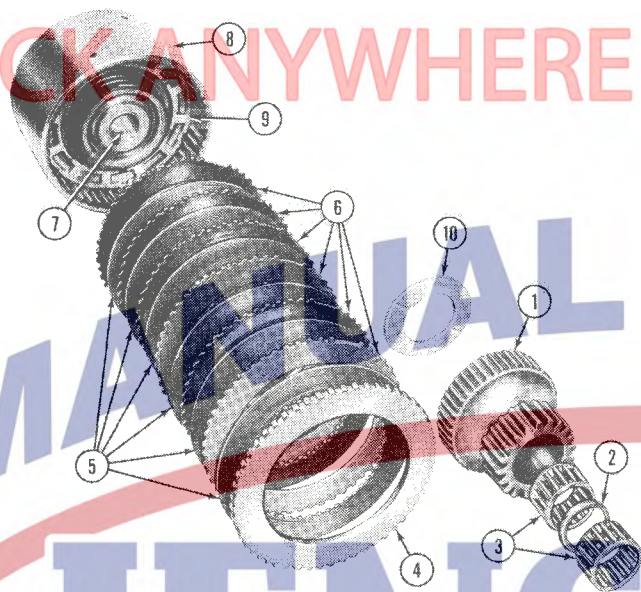


Figure 53
Rear Clutch Assembly

1. Rear Clutch Assembly
2. Spacer
3. Needle Bearings
4. Clutch Drive Plate
5. Internally Splined Bronze Clutch Plate
6. Externally Splined Steel Clutch Plate
7. Oil Passage
8. Clutch Housing
9. Piston
10. Bronze Thrust Washer

2. Unlock the sealing rings by squeezing them together, then remove them from the shaft.
3. If not previously removed, pull the bearings and spacer from the rear clutch hub (reverse idler input), Figure 53, and remove the gear from the clutch plates in the housing. Remove the bronze thrust washer.
4. Remove the large snap ring, clutch drive plate and internal plates from the forward clutch and the snap ring, hub and internal plates from the rear clutch.

5. Using a press and Tool No. 1312 along with a suitable size washer as shown in Figure 54, compress the spring enough to remove the snap ring with a screwdriver. Gradually, relieve pressure on the spring, then remove the spring seat and spring.
6. Turn the clutch housing over and remove the snap ring, spring seat, and spring from the other end of the housing by repeating Step 5.
7. Remove the piston (one in each end of the clutch housing) by directing compressed air into the oil passage in the hub of the clutch housing, Figure 53.
8. Remove the outer 'O' ring seal from each piston and the inner 'O' ring seals from the hub of the clutch housing.



Figure 54
Clutch Housing Inner Snap Ring Removal

1. Press Attachment — Tool No. 1312
2. Screw Driver
3. Clutch Housing
4. Snap Ring
5. Washer — Appropriate Size
6. Press

**PART 7
REAR AXLE AND BRAKES**

CLICK ANYWHERE FOR MORE DETAILS

**Chapter 1
REAR AXLE OVERHAUL**

Section		Page
A.	REAR AXLE — DESCRIPTION AND OPERATION	1
B.	REAR AXLE SHAFT ASSEMBLY OVERHAUL	4
C.	PLANETARY REDUCTION GEAR ASSEMBLY AND AXLE HOUSING OVERHAUL	10
D.	REAR WHEEL BRAKE ASSEMBLY OVERHAUL	12
E.	DIFFERENTIAL AND DIFFERENTIAL LOCK ASSEMBLY OVERHAUL	14
F.	DRIVE PINION ASSEMBLY OVERHAUL	17
G.	BRAKE PEDAL LINKAGE AND CROSS-SHAFT	20
H.	DIFFERENTIAL LOCK LINKAGE	21

**Chapter 2
HANDBRAKE**

Section		Page
A.	HANDBRAKE — DESCRIPTION AND OPERATION	23
B.	HANDBRAKE — OVERHAUL	23

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**Chapter 3
SPECIFICATIONS AND SPECIAL TOOLS**

CLICK ANYWHERE FOR MORE DETAILS

Section		Page
A.	SPECIFICATIONS	29
B.	SPECIAL TOOLS	30

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Vol. 2



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PART 8

STEERING AND FRONT AXLE

CLICK ANYWHERE FOR MORE DETAILS

Chapter 1 STEERING

Section	Page
A. STEERING — DESCRIPTION AND OPERATION	1
B. COMPONENT REMOVAL AND INSTALLATION	4
C. COMPONENT OVERHAUL	8

Chapter 2 FRONT AXLE

Section	Page
A. FRONT AXLE — DESCRIPTION AND OPERATION	25
B. TOE-IN ADJUSTMENT	25
C. COMPONENT OVERHAUL	27

Chapter 3

FRONT WHEEL DRIVE AXLE ASSEMBLY

Section	Page
A. AXLE — DESCRIPTION AND OPERATION	31
B. FRONT WHEEL DRIVE AXLE — REMOVAL AND INSTALLATION	31
C. FINAL PLANETARY DRIVE AND WHEEL HUB BEARINGS — OVERHAUL	33
D. STEERING SWIVEL PIN BEARINGS — OVERHAUL	36
E. AXLE SHAFTS — OVERHAUL	38
F. DIFFERENTIAL — OVERHAUL	40
G. TOE-IN ADJUSTMENTS	45

CLICK ANYWHERE FOR MORE DETAILS

Chapter 4

TRANSFER GEAR ASSEMBLY FRONT WHEEL DRIVE AXLE

Section		Page
A.	TRANSFER GEAR ASSEMBLY – DESCRIPTION AND OPERATION	47
B.	TRANSFER GEAR ASSEMBLY – OVERHAUL	49
C.	DRIVE SHAFT – OVERHAUL	54

Chapter 5

TROUBLE SHOOTING, SPECIFICATIONS AND SPECIAL TOOLS

Section		Page
A.	TROUBLE SHOOTING – STEERING	55
B.	SPECIFICATIONS – STEERING	56
C.	SPECIFICATIONS – TWO WHEEL DRIVE FRONT AXLE	58
D.	SPECIFICATIONS – FRONT WHEEL DRIVE FRONT AXLE	58
E.	SPECIFICATIONS – TRANSFER GEAR ASSEMBLY	58
F.	SPECIAL TOOLS	60

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PART 9
HYDRAULIC SYSTEM

CLICK ANYWHERE FOR MORE DETAILS

Chapter 1
DESCRIPTION AND OPERATIONS

Section		Page
1.	GENERAL INTRODUCTION	1
2.	STRUCTURAL MEMBERS	3
3.	CYLINDERS	7
4.	CONTROL VALVES	11
	A. LOADER CONTROL VALVE	11
	B. BACKHOE MAIN CONTROL VALVE	19
	(Model 555 Sectional)	
	C. BACKHOE MAIN CONTROL VALVE	29
	(Model 550 Sectional)	
	D. BACKHOE MAIN CONTROL VALVE	36
	(Model 550 Monoblock)	
	E. BACKHOE COMBINATION VALVE	43
	F. AUTOMATED BACKHOE CONTROL VALVE	46
5.	HYDRAULIC PUMP	51
6.	MISCELLANEOUS - PUMP DRIVESHAFT, RESERVOIR, OIL COOLER, FILTERS, HOSES AND TUBES	51

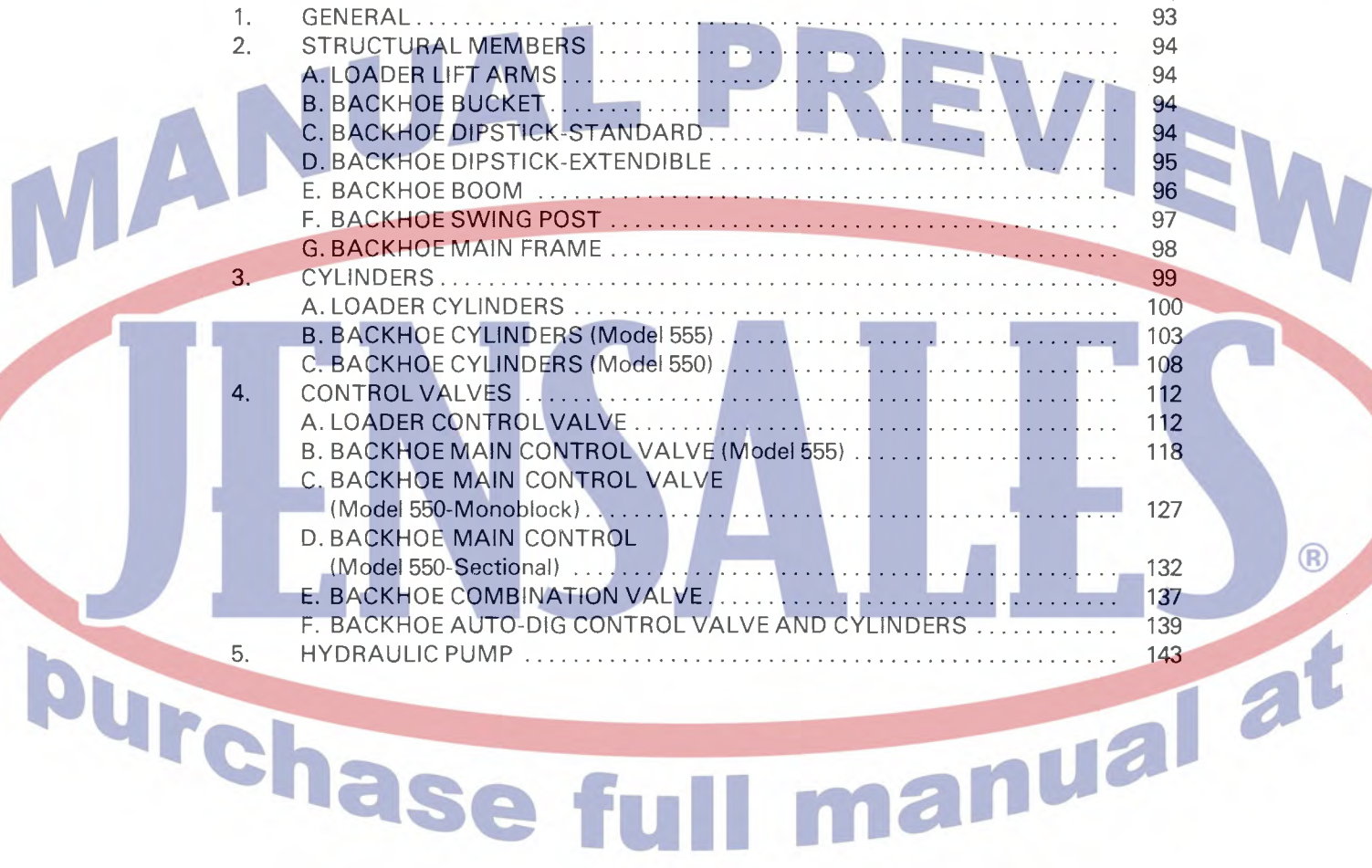
Chapter 2
COMPONENT REMOVAL AND INSTALLATION

Section		Page
1.	GENERAL	55
2.	LOADER BUCKET	55
3.	LOADER LIFT ARMS	56
4.	BACKHOE COUNTERWEIGHT OR BACKHOE	58
5.	SUBFRAME	65
6.	LOADER CONTROL VALVE	66
7.	BACKHOE MAIN CONTROL VALVE	67
8.	BACKHOE COMBINATION VALVE	71
9.	AUTO-DIG CONTROLS	71
10.	CYLINDERS	73
11.	PUMP	78
12.	MISCELLANEOUS — RESERVOIR, OIL COOLER, FILTER, AND PUMP DRIVESHAFT	79
13.	BACKHOE BUCKET	81
14.	STANDARD DIPSTICK	82
15.	EXTENDIBLE DIPSTICK	82
16.	BACKHOE BOOM	84
17.	BACKHOE SWING POST	86
18.	HOSES AND TUBES	88

Chapter 3
COMPONENT OVERHAUL

CLICK ANYWHERE FOR MORE DETAILS

Section		Page
1.	GENERAL	93
2.	STRUCTURAL MEMBERS	94
	A. LOADER LIFT ARMS	94
	B. BACKHOE BUCKET	94
	C. BACKHOE DIPSTICK-STANDARD	94
	D. BACKHOE DIPSTICK-EXTENDIBLE	95
	E. BACKHOE BOOM	96
	F. BACKHOE SWING POST	97
	G. BACKHOE MAIN FRAME	98
3.	CYLINDERS	99
	A. LOADER CYLINDERS	100
	B. BACKHOE CYLINDERS (Model 555)	103
	C. BACKHOE CYLINDERS (Model 550)	108
4.	CONTROL VALVES	112
	A. LOADER CONTROL VALVE	112
	B. BACKHOE MAIN CONTROL VALVE (Model 555)	118
	C. BACKHOE MAIN CONTROL VALVE (Model 550-Monoblock)	127
	D. BACKHOE MAIN CONTROL (Model 550-Sectional)	132
	E. BACKHOE COMBINATION VALVE	137
	F. BACKHOE AUTO-DIG CONTROL VALVE AND CYLINDERS	139
5.	HYDRAULIC PUMP	143



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Chapter 4
TROUBLE SHOOTING

CLICK ANYWHERE FOR MORE DETAILS

Section		Page
1.	GENERAL	149
2.	LOADER	150
3.	BACKHOE	151
4.	HYDRAULIC PUMP	154

Chapter 5
PRESSURE TESTS AND ADJUSTMENTS

Section		Page
1.	MECHANICAL ADJUSTMENTS	155
	A. LOADER BUCKET LEVEL INDICATOR	155
	B. RETURN TO DIG SWITCH	156
	C. CAM LEVER - SWING CONTROL (Model 550)	156
	D. AUTO-DIG BACKHOE CONTROL VALVE LINKAGE	157
2.	PRESSURE TESTING	157
	A. HYDRAULIC PUMP PERFORMANCE	157
	B. LOADER CONTROL VALVE	162
	C. LOADER CIRCUIT AND ACCUMULATIVE LEAKAGE TEST	165
	D. BACKHOE CONTROL — MAIN RELIEF VALVE	165
	Model 555	165
	Model 550 (Monoblock)	166
	Model 550 (Sectional)	167
	E. CIRCUIT RELIEF VALVES	168
	MODEL 555	168
	MODEL 550	169
	BUCKET CYLINDER	171
	LIFT CYLINDER	172
	CROWD CYLINDER	173
	EXTENDIBLE DIPSTICK	174
	SWING RELIEF	175
	SWING CUSHIONING	176
	BACKPRESSURE RELIEF AND UNLOAD VALVE	178
	MODEL 555 (Monoblock and Sectional)	179
	BUCKET CYLINDER	180
	LIFT CYLINDER	181
	CROWD CYLINDER	182
	SWING RELIEF (Sectional Valve)	182
	SWING CUSHIONING (Sectional Valve)	184
	COMBINATION VALVE (Monoblock and Sectional)	184
	F. GENERAL HYDRAULIC TESTS	184
	G. CIRCUIT AND ACCUMULATED LEAKAGE TEE TESTS	186

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Chapter 6
SPECIFICATIONS AND SPECIAL TOOLS

Section		Page
1.	SPECIFICATIONS	193
2.	SPECIAL TOOLS	200

**PART 10
SEPARATING THE UNIT**

CLICK ANYWHERE FOR MORE DETAILS

MANUAL PREVIEW

**Chapter 1
COMPONENT REMOVAL AND INSTALLATION**

Section		Page
A.	ENGINE REMOVAL AND INSTALLATION	1
B.	TRANSMISSION REMOVAL AND INSTALLATION	9
C.	REAR AXLE REMOVAL AND INSTALLATION	12

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**Chapter 2
SPECIFICATIONS AND SPECIAL TOOLS**

Section		Page
A.	SPECIFICATIONS	15
B.	SPECIAL TOOLS	16

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CLICK ANYWHERE FOR MORE DETAILS

PART 11
CAB AND AIR CONDITIONING

Chapter 1
CAB REMOVAL AND INSTALLATION

Section	Page
A. CAB REMOVAL AND INSTALLATION	1

Chapter 2
CAB HEATING SYSTEM

Section	Page
A. CAB HEATING SYSTEM — DESCRIPTION AND OPERATION	7
B. CAB HEATING SYSTEM — OVERHAUL	9

Chapter 3
AIR CONDITIONING SYSTEM

Section	Page
A. AIR CONDITIONING SYSTEM — DESCRIPTION AND OPERATION	11
B. AIR CONDITIONING SYSTEM — OVERHAUL	20

Chapter 4
**TROUBLE SHOOTING, SPECIFICATIONS
AND TOOLS**

Section	Page
A. AIR CONDITIONING SYSTEM — TROUBLE SHOOTING	37
B. CAB HEATING SYSTEM — TROUBLE SHOOTING	47
C. SPECIFICATIONS	47
D. TOOLS	49

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