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MANUAL PREVIEW

Leyland
Operator's Manual
245 Diesel

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INSTRUMENTS

Fig. 1 1. Battery condition indicator. See 'ELECTRICAL EQUIPMENT' page 35.

2. **Tractometer.** Indicates road speeds in all gears, engine revolutions per minute, engine revolutions per minute required for power take-off, belt pulley, and implement operation. It also records the hours worked by the tractor.

3. **Temperature gauge.** The gauge is marked 'C' for cold (white sector), 'N' for normal (green sector), and 'H' for hot (red sector) indicating the temperature of the coolant as it leaves the cylinder head. Any deviation from normal after the engine has reached normal working temperature should be investigated immediately.

4. **Fuel gauge.** Indicates the level of fuel in the tank: 'E' indicates empty, and 'F' indicates full.

5. **Oil pressure gauge.** The gauge is marked 'L' for low oil pressure (red sector) and 'H' for high pressure (green sector) and indicates the pressure at which the lubricating oil is being circulated in the engine.

6. **Main-beam warning light.** This glows blue when the headlamp main-beams are in use.

7. **Direction indicator warning lights.** When the direction indicator is in use the appropriate light will flash green.

**

8. **No-charge warning light (if fitted).** Glows red when the auxiliary circuits are switched on and at engine idling speed. The light should go out when the engine speed is increased above idling.**

*Fig. 1 ***



Differential lock
Fig. 4

The differential lock, when in use, provides a solid drive through the rear axle to overcome wheel spin in adverse field conditions. Do not attempt to engage the lock when one wheel is rotating very much faster than the other; apply the appropriate brake momentarily to check the spinning wheel. Release the differential lock pedal just prior to turning at headlands. If the pedal fails to return to the 'OUT' position and the tractor does not respond to steering-wheel movement, disengage the clutch momentarily.

The differential lock is provided for use only on slippery surfaces. It must not be used on the road or if strakes or other forms of spiked wheels are fitted.

Front end hand weights
Fig. 5

Front end weights consist of eight units each weighing 73 lb (33.1 kg) giving a total available weight of 584 lb (264.8 kg).

All weights must be attached or removed through the slot (1) at the fourth position on the weight frame. With all weights in position the first to be removed must be the fourth from the left (2) and the remainder moved in turn to this position before they can be withdrawn.

To remove a weight, release the number-plate slide retaining screws (3) and withdraw the number-plate assembly (4). Move the weight (2) upwards and lift the top of the weight outwards.

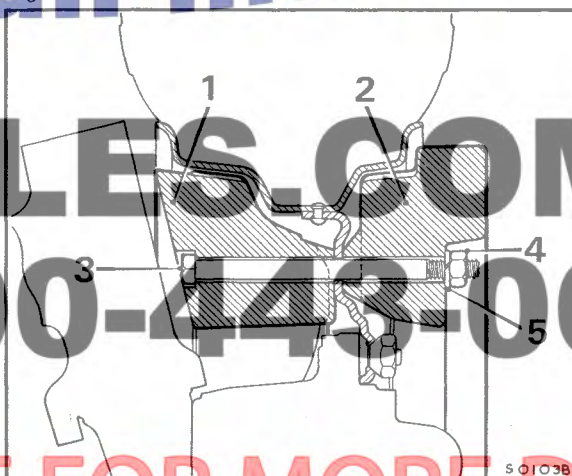
To fit a weight, remove the number-plate assembly (4). Position the weight so that the retaining frame is located in the lower slot of the weight and hook the weight over the frame. Refit the number-plate assembly.

Do not use front end weights when front-mounted equipment is fitted.

Fig. 5



Fig. 6



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Driving Instructions

Front wheel weights Inner and outer weights of 100 lb (45.3 kg) each are available, giving a total weight of 200 lb (90.7 kg) per wheel, and should be fitted as illustrated.
Fig. 6

1. Inner weight
2. Outer weight
3. Bolt
4. Nut
5. Spring washer

Rear wheel weights Weights are available for use singly or in multiples; the nominal weight of each is 100 lb (45.3 kg). One or more may be fitted to each wheel as required, either inside or outside the wheel as illustrated.
Fig. 7

1. Weight
2. Bolt
3. Spacer
4. Washer
5. Nut
6. Weight
7. Bolt with cup head and square neck
8. Washer
9. Nut

Fig. 7

