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MANUAL PREVIEW

New Idea

Operator's Manual

No. 708

Unit-Power Unit

JENSALES.COM

or Call 800-443-0625

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NI-O-708 PU

Operator's Manual

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Message To Purchaser

Study Your Operator's Manual

Study your Operator's Manual carefully. It pays to do this even though you have operated a New Idea Machine before. Changes are made almost every year to improve the efficiency of the New Idea machines, some requiring slightly different methods of maintenance or operation.

Caution

Always operate farm machinery in a careful, safe manner. Never attempt to clean or adjust a machine while it is running. Always shut off PTO and engine before leaving power unit seat for any reason.

Authorized Service

Authorized New Idea dealers know all of the details of operation of a New Idea machine. This knowledge allows them to do the best job of servicing in the least amount of time, and to supply the proper New Idea parts. In addition, your authorized New Idea dealer is interested in you as a customer, and will do his utmost to keep you happy and satisfied. You'll find that it pays to bring your equipment to your New Idea dealer for expert servicing.

Care is Cheap Insurance

Farm equipment operates under especially tough conditions. Mud, dust, grit, heat, cold and exposure to all sorts of weather put it to the acid test. Plenty of oil and grease can do more toward prolonging the life and usefulness of this machine than any other one thing.

Record your Power Unit lot and serial numbers in the box provided below. Your dealer needs this information in order to give you prompt, efficient service when you order parts.



COLDWATER, OHIO 45828, U.S.A.

LOT No. _____

MACHINE Serial No. _____

ENGINE Serial No. _____

Enter Lot and Serial numbers here
for future reference.

The lot and serial numbers are found on a brace below the operator's platform. The engine serial number is found on the fuel injection pump support.

CONTROLS AND INSTRUMENTS

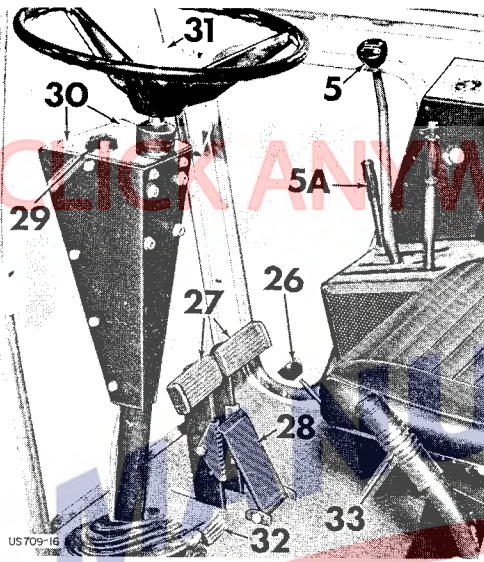


Figure 1

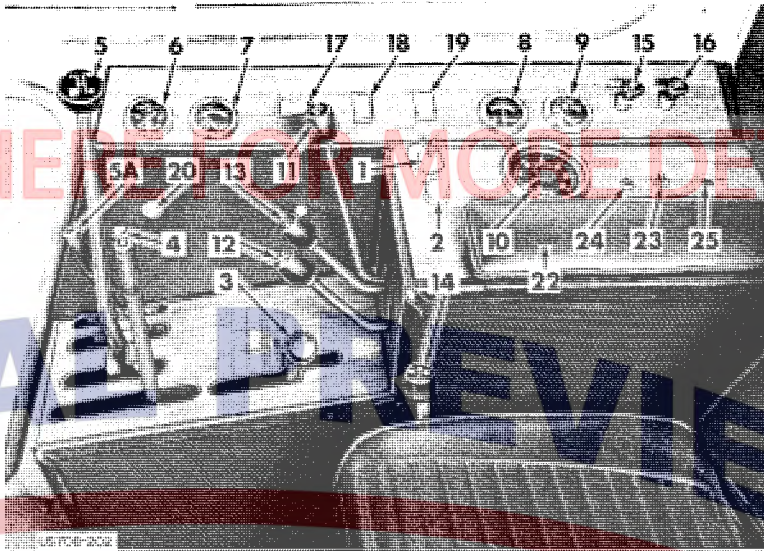


Figure 3

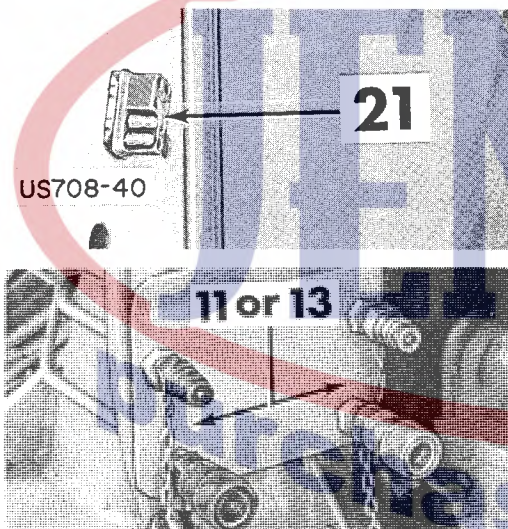


Figure 2

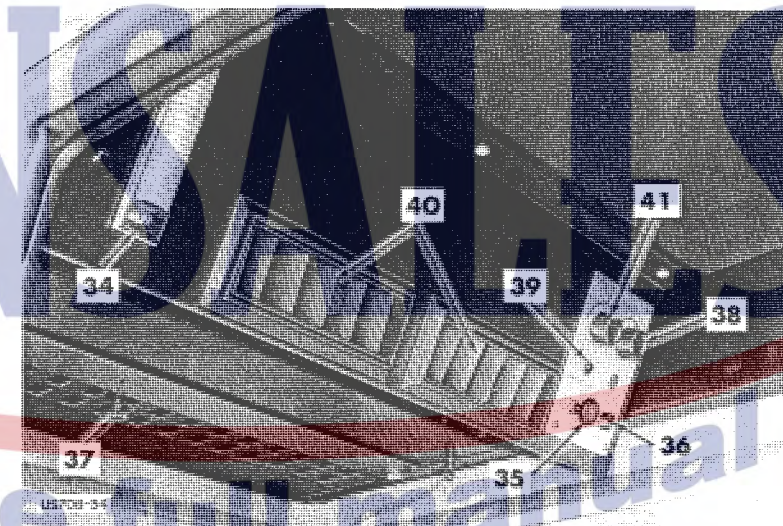


Figure 4

FAMILIARIZE YOURSELF WITH ALL CONTROLS AND INSTRUMENTS BEFORE TRYING TO OPERATE THE POWER UNIT. "SAFETY IS IN YOUR HANDS."

Figs. 1, 2, 3, & 4

ENGINE CONTROLS

1. KEY SWITCH
2. STARTER BUTTON
3. HYDROSTATIC CONTROL LEVER
4. THROTTLE LEVER

Starting procedure: Depress brake pedals "27" securely. Place shift lever "5" in park position. Set throttle lever "4" to 1/2 open position. Turn key switch "1" to on position, hold hydrostatic control lever "3" in "start position". Engage starter button

"2" to start engine. After engine has started, continue to hold lever "3" in the Start position until 20 PSI oil pressure is attained. Then depress button on top of throttle lever "4" and return lever to low idle position. Engage gear shift lever "5" to one of three speeds forward. Ease hydrostatic control lever "3" forward slowly to drive unit forward. Move lever slowly to the rear to reverse unit. When stopping the engine, place throttle to low idle position shown.

NOTE: See page 8, Fig. 11 for all weather starting recommendations.

Figs. 5 thru 10 - GREASE

NOTE: WE RECOMMEND THAT A HIGH TEMPERATURE GREASE BE USED AND THAT IT HAS A LITHIUM BASE. ORDER PART NO. 732170 THROUGH OUR PARTS DEPT. FOR 1 TUBE OF GREASE.

GREASE WEEKLY

1. Vertical socket (Fig. 6).
2. Rear axle spindle (both sides - Fig. 6).
3. Steering tie rod ends (both sides - Fig. 6).
4. Axle Pivot (Fig. 6).
5. Implement drive idler pulley (Fig. 8).
6. Implement drive idler arm pivot (Fig. 8).

GREASE ANNUALLY

7. Transmission coupling (Fig. 5), 4 fittings, 2 each side.
8. Implement idler adjusting assembly (Fig. 8).

REPACK ANNUALLY

9. Rear wheel bearings (Fig. 6).

OIL

10. ENGINE OIL AND FILTER (Fig. 7) — It is extremely important that only single grade lubricating oils complying with API Service SE-CD be used at all times.

Use SAE 30 Weight Above 80°

Use SAE 20-20W Weight From - 30° to 80°

Use SAE 10W Weight Below - 30°

MULTI-GRADE OILS ARE NOT RECOMMENDED

Break-in oil is not used in this engine. Change oil and filter after each 100 hours of operation. Sixteen (16) quarts of oil are required for each oil and filter change. Order filters through our Repair Dept. under Part No. 730341.

CAUTION: DO NOT OVERFILL THE CRANKCASE. FILL TO THE "MAX." MARK ON THE DIPSTICK ONLY.

11. HYDROSTATIC AND HYDRAULIC RESERVOIR (Fig. 10) — Keep the level to the "full" mark on the dipstick below cap 11 with type "A" transmission fluid.

THE HYDRAULIC OIL FILTER AND HYDROSTATIC FILTER MUST BE CHANGED AFTER THE FIRST 25 HOURS OF OPERATION. OIL AND FILTERS MUST BE CHANGED ANNUALLY THEREAFTER. CLEAN TOP OF TANK THOROUGHLY. THEN REMOVE COVER AS SHOWN. OIL DOES NOT HAVE TO BE DRAINED TO REPLACE FILTERS.

NOTE: ONLY ONE FILTER IS ILLUSTRATED IN FIGURE 10. BOTH FILTERS ARE THE SAME. REMOVE OIL FILTER ELEMENTS "D" FROM RESERVOIR. DISCARD THE FILTER ELEMENTS AND INSTALL NEW ONES. NOTE: TO REMOVE

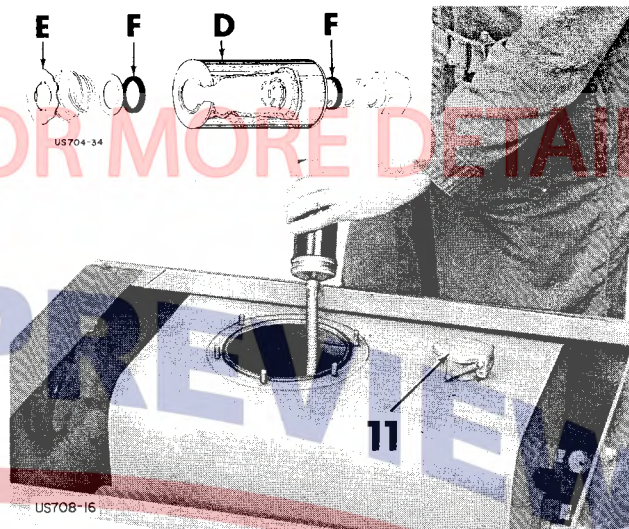


Figure 10

FILTERS, LOOSEN RETAINER RING "E" (1/4 TURN) THEN REMOVE SPRING, RETAINER, WASHER AND SEAL. PULL FILTER ELEMENT FROM THE RESERVOIR. WHEN REPLACING FILTERS ALWAYS USE NEW SEALS "F" ON BOTH ENDS OF FILTERS. CHECK OIL LEVEL AFTER REPLACING FILTERS. TO DRAIN OIL FROM THE TANK WE SUGGEST THAT YOU USE A SUCTION GUN AS ILLUSTRATED IN FIGURE 10. WHEN REFILLING TANK, USE 11 GALLONS OF OIL. THE CAPACITY IS 13 GALLONS. HOWEVER, DUE TO EXPANSION ONLY 11 GALLONS ARE USED. FILL TO "FULL" MARK ON DIPSTICK.

TO INSURE MAXIMUM LIFE OF YOUR HYDRAULIC SYSTEM, USE A GOOD GRADE OF TYPE "A" HYDRAULIC TRANSMISSION FLUID, AVAILABLE FROM YOUR DEALER.

12. TRANSMISSION (Fig. 5) — Keep transmission filled to level of check plug "A" with SAE 90 E.P. type gear lubricant. Check oil level every 50 hours, drain, flush, and refill once every year. Check and clean the breather often to make sure it works properly.

13. WHEEL END GEAR BOXES (Fig. 5) — Both Sides — Keep boxes filled to the filler port with SAE 90 E.P. type lubricant. Drain, flush and refill once each year. Check and clean the breather to make sure it works properly.

14. IMPLEMENT CLUTCH AND MAIN DRIVE GEAR BOX (Fig. 9) — Keep filled to "full" mark on dipstick below cap 14. With SAE 20-20W oil (API Service CC). Drain, flush and refill annually. Capacity - 7 quarts.

OPERATION

Cooling System



Figure 14

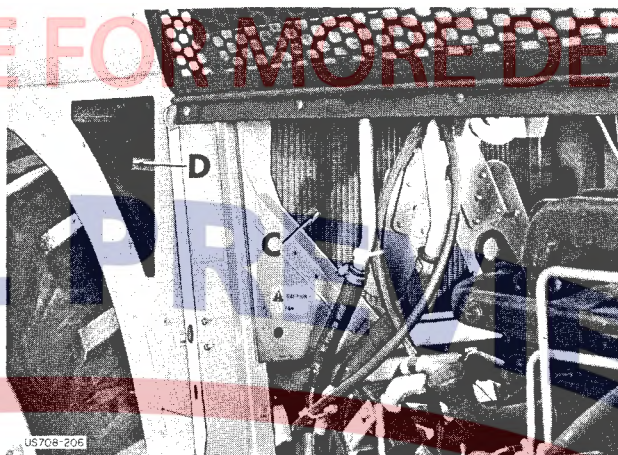


Figure 15

Figs. 14 & 15 - The cooling system has a capacity of 50 qts. of coolant solution. Pressure is regulated to 7 lbs. by the radiator cap.



CAUTION: Do not remove the cap until the system has cooled down. Check coolant only when cold. Check daily.

The coolant level must be kept at a level so that coolant can be seen at all times in the clear plastic sight glass at "A." If overfilled there will be some overflow of coolant from the surge tank "B" when the engine is stopped. This will happen until the coolant maintains its proper level.

Periodically check and clean the radiator cores "C." Steam cleaning the cores and the engine is very important for maximum cooling. Access to the radiator is attained by removing cover as indicated at "D" (Both sides).

The pre-cleaner screen "E" must be cleaned or checked twice daily to remove any dust or foreign material from it. This air intake provides air for the radiator, oil cooler, and the air conditioner condenser.

Engine Pre-Cleaner and Air Cleaner

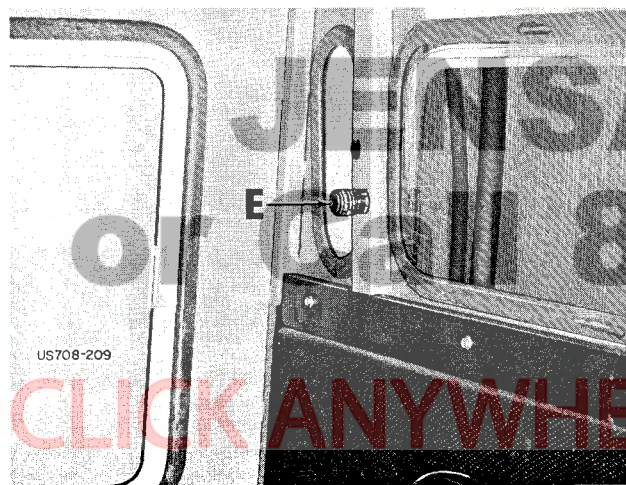


Figure 16



Figure 17

Engine Pre-Cleaner and Air Cleaner (Cont'd)



Figure 18

Figs. 16, 17, & 18 — The engine pre-cleaner screen "A", (Fig. 17) should be cleaned or checked twice daily or more often in severe conditions to remove any dust or foreign material from it. The air cleaner assembly consists of two filter elements "B" & "C" (an inner and outer element), an over-center latch "D", an air flow indicator "E", (Fig. 16) and an unloading valve located below the air cleaner in the engine compartment.

Check the air flow indicator "E" daily. Remove filters "B" and "C". Reset indicator "E" with button on top of it after replacing filters. Wipe all dirt from inside filter housing when replacing filters. We do not recommend cleaning filters with air or the use of any cleaning solution.

Hydrostatic and Hydraulic System Oil Cooler

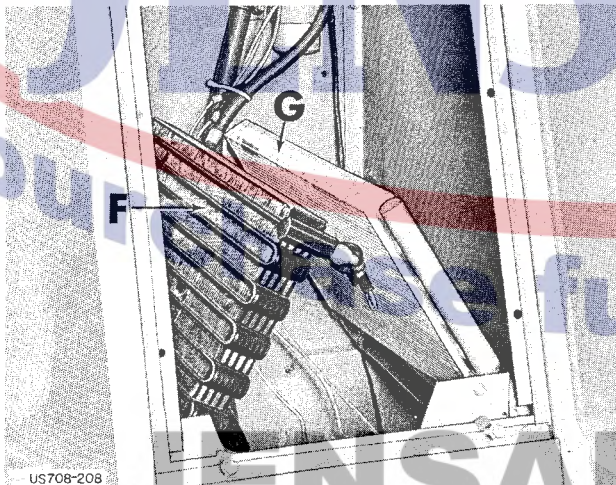


Figure 19

Fig. 19 — The hydraulic system is cooled by the large capacity oil cooler "G" located above the radiator. Access to the cooler is attained by removing the rear panel from the air intake screen.

The cores of the cooler must be kept clean. We recommend using an air gun to clean the cores. Do this as required depending on dusty and dirty conditions. Steam cleaning the cores periodically is also recommended.

NOTE: See Page 33, Fig. 60, for cleaning instructions on the condenser "F" for the air conditioner.

Hoses For Auxiliary Flow Control Valve®



Figure 20

Fig. 20 — The hoses for the auxiliary flow control valve must be coupled together as shown at "B" when the valve is not in use. Damage to the hydraulic system can result if this is not done.

Bleeding Fuel Filters, Filter Replacement,

Bleeding Fuel System, Use of Lift Pump and Servicing Pump

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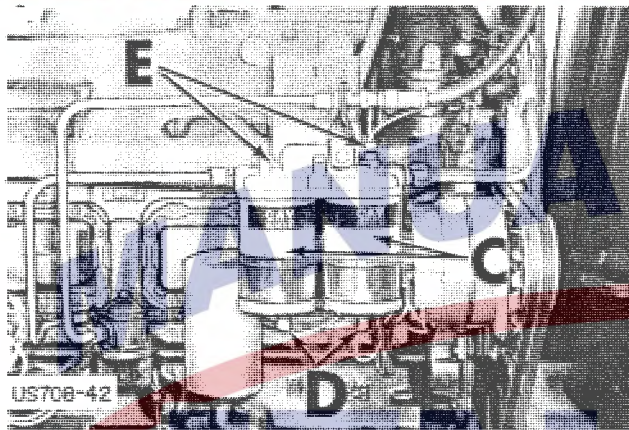


Figure 21

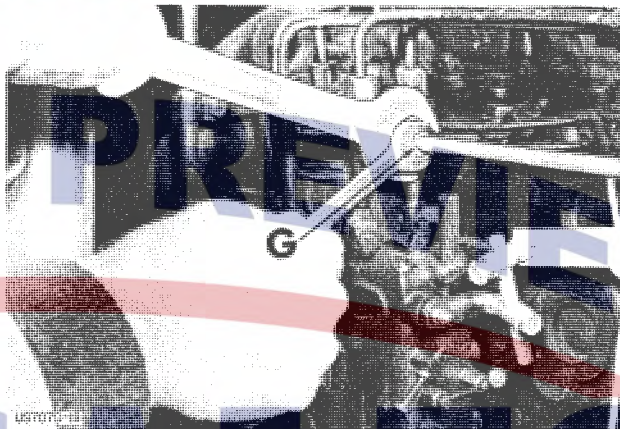


Figure 23



Figure 22



Figure 24



Figure 25