Farmall 105U
Farmall 115U
Tractor

OPERATOR'S MANUAL

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CASE IH AGRICULTURE

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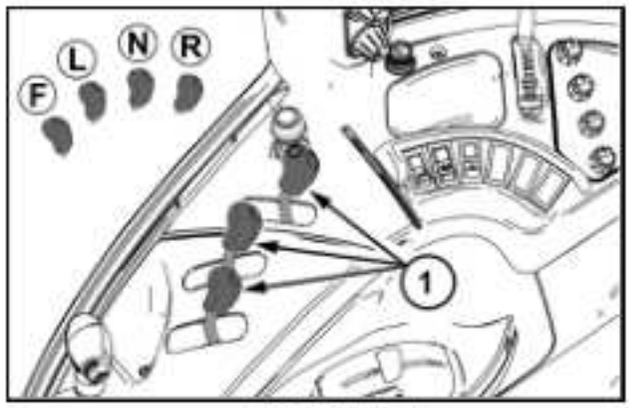
Auxiliary control valve levers

The distributors are activated by levers to the right of the driver seat. The control levers **(1)** can take the following positions:

R — Lever back, raising implement
N — Neutral position
L — Lever forwards, lowering implement
F — Lever fully forwards, float function. In this position for implements that require it, the coupler swings freely upwards and downwards, allowing the implement to follow the contours of the ground.

To select the float setting, push the relevant valve lever fully forward, past the first detent, and then push fully forward. A catch will keep the lever hooked in the float position. To release the lever from the float setting, pull upward to return it to the neutral position.

NOTE: *The "Diverter" function requires there to be at least two distributors on the tractor for remote controls.*



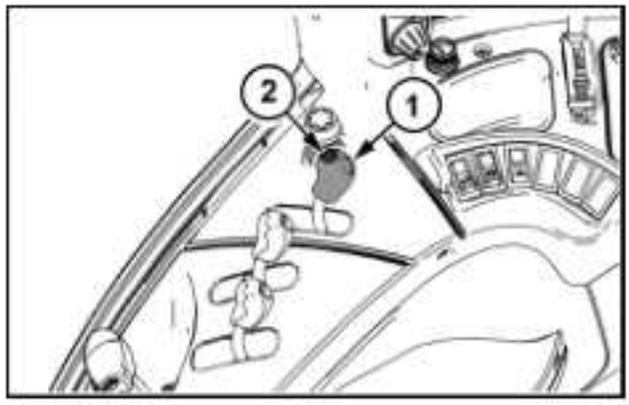
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Split Distributors "Diverter"

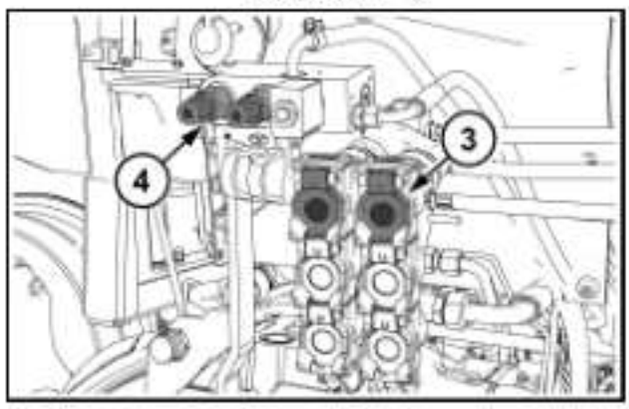
The control lever **(1)** can be equipped with the button **(2)** to govern the two distributors simultaneously.

- The lever **(1)**, when moved backwards or forwards, governs the implement connected to the valves **(3)**.
- Press the push-button **(2)** on the lever and move it backwards or forwards to govern the implement connected to the valves **(4)**.

NOTICE: *The function* ***"DIVERTER"*** *requires there to be three pairs of distributors on the tractor.*



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Cab climate control - Troubleshooting

Problem	Possible Cause	Correction
Dust in cab	Filter seal ineffective	Check condition of filter seal
	Filter clogged	Clean or replace filter
	Filter defective	Replace filter
	Excessive air draughts	Block draughts
Poor recirculation air	Filter clogged or air circulation filter clogged	Clean or replace filter(s)
	Heater or humidifier radiator core clogged	Call your Dealer
Air−conditioning not cooling properly	Condenser clogged	Clean the radiator, oil exchanger and condenser
	Refrigerant low	Check the glass port to see if there are bubbles visible. Call your Dealer
	Compressor belt slips or is damaged	Check the automatic belt−tensioning device and the state of the belt
	Heating on	Turn the temperature control fully anti−clockwise for maximum cooling

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Technical data

ENGINE SPECIFICATION

Engine	**CNH**
Farmall 105U	**F5DFL413B*A006**
Farmall 115U	**F5DFL413A*A002**
Emission level	**Tier 4**
Clutch	**305 mm (12 in)**
Intake	Turbocharged
Number of cylinders	**4**
Bore and stroke	**99 mm (3.9 in)** X **110 mm (4.3 in)**
Displacement	**3400 cm³**
Compression ratio	**17± 0,5:1**

Power at the flywheel **(ISO14396/ECE R120)**

Farmall 105U	**79 kW (107 Hp)**
Farmall 115U	**84 kW (114 Hp)**

Torque increase:

Farmall 105U	**35 %**
Farmall 115U	**32 %**
Rated Speed	**2300 RPM**
Maximum torque	**1500 RPM**

FUEL SYSTEM

Double-diaphragm fuel pump on injection pump supply line.

Rotary injection pump with centrifugal speed governor, operating at all speeds and incorporating automatic advance: BOSCH VE-type.

Fuel filtering:

- mesh filter in the fuel pump
- replaceable cartridge filter on the injection pump feed line with water separator

LUBRICATION

Forced, by gear pump.

Oil filtration: forced through pump intake mesh and replaceable cartridge filter on engine intake.

Lubrication pressure with engine hot and at max. revs: **3.8 bar (55.1 psi)**

Engine oil cooled by a heat exchanger using engine coolant.

COOLING

Water, forced circulation by centrifugal pump

Radiator with 4 lines of vertical copper pipes.

Suction fan, attached to the pulley.

Water circulation from engine to radiator thermostatically controlled.

REAR AXLE

9/43 bevel gear pair ratios and differential with pedal controlled locking device and automatic release. Epicyclic final drives.

POWER TAKE-OFF

Fully independent, in two versions:

- Two speed **540 RPM — 540E RPM**
- Three speed **540 RPM - 540E RPM** and **1000 RPM**

Three-speed version

- **1938 RPM** (Power take-off **540 RPM**)
- **1535 RPM** (Power take-off **540E RPM**)
- **1926 RPM** (Power take-off **1000 RPM**)

Direction of rotation with tractor seen from behind: clockwise.

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