JX1060V
JX1070V
JX1075V
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Tractors

SERVICE MANUAL

6-62730

CASE IH AGRICULTURE

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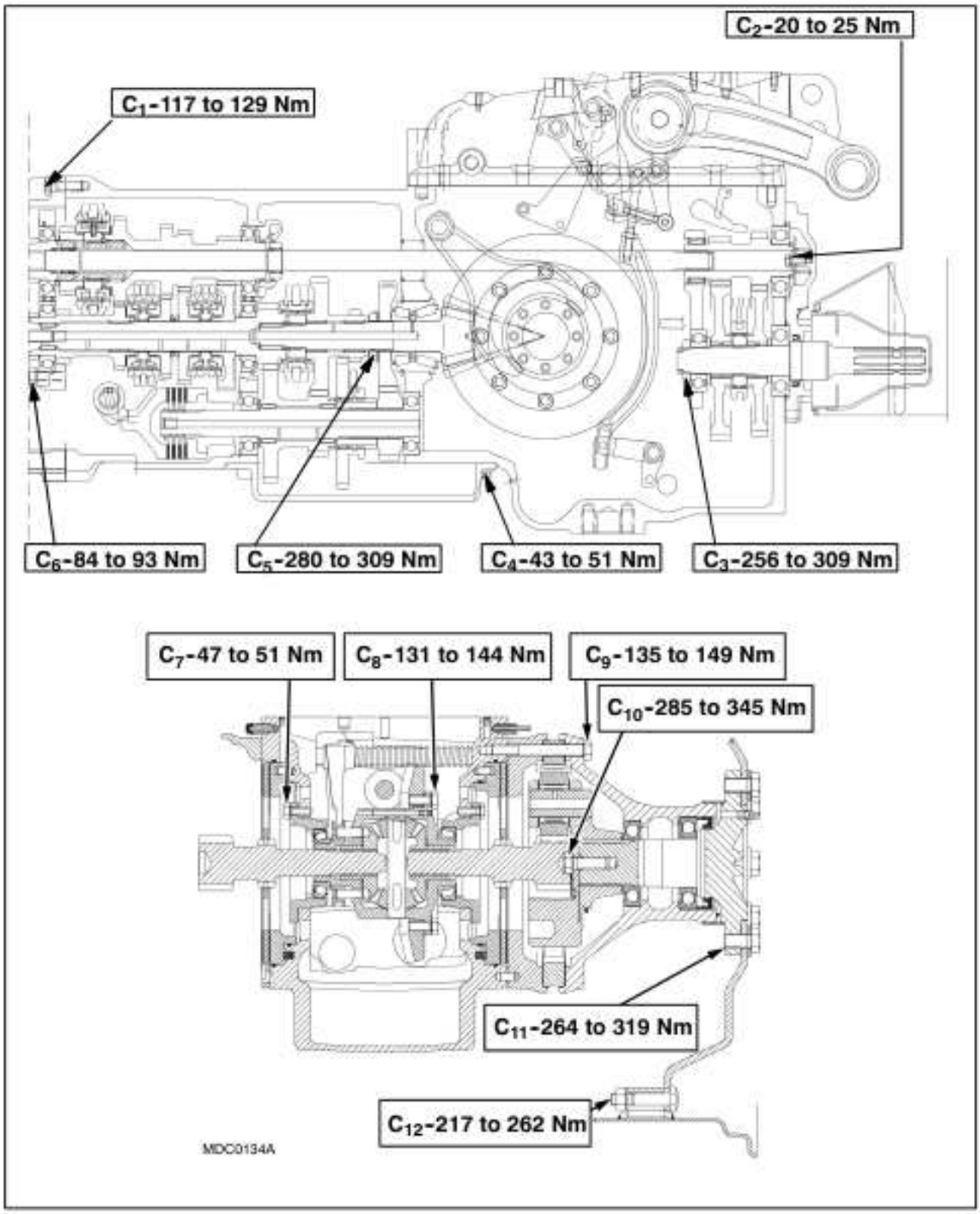
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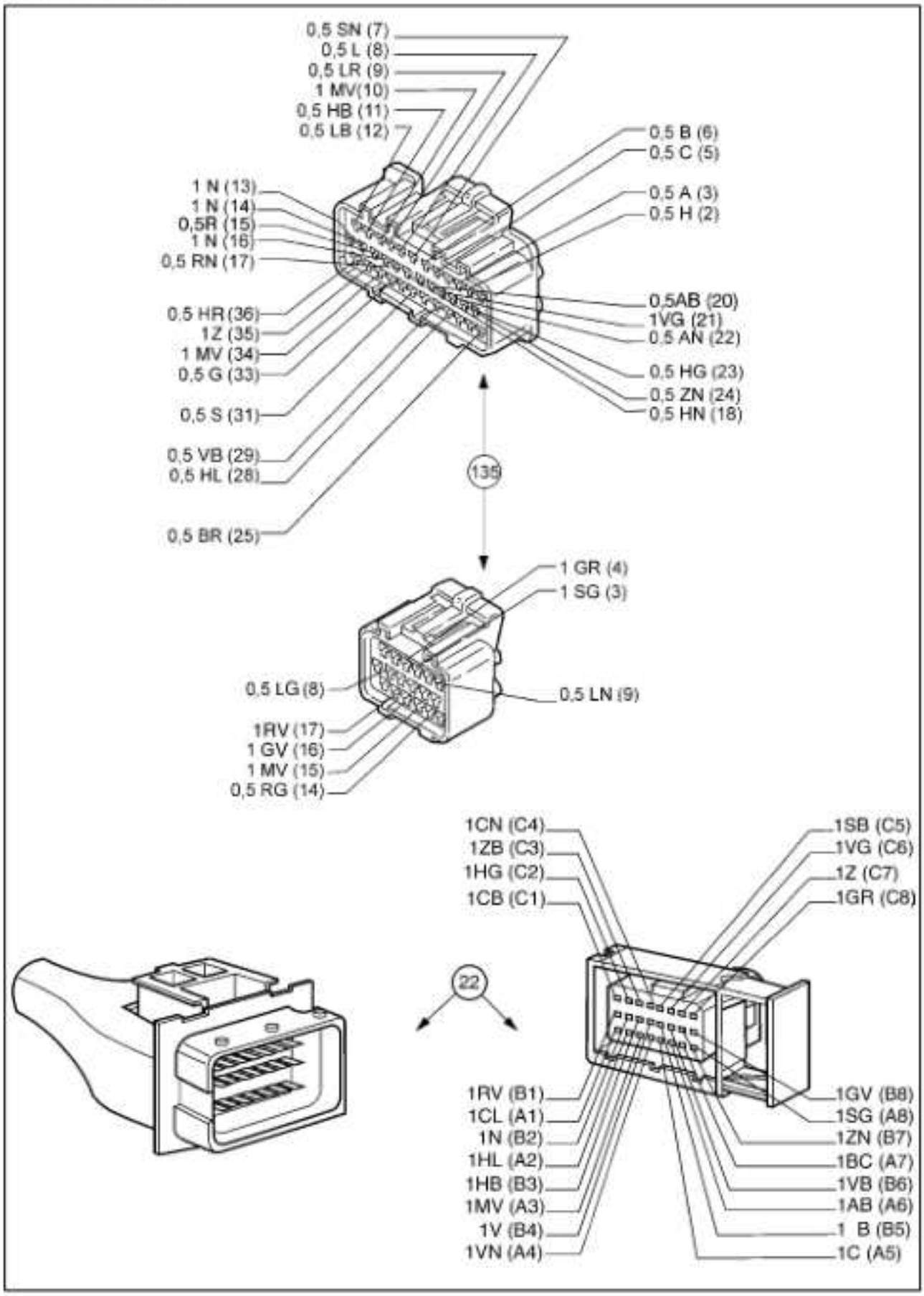
TIGHTENING TORQUES



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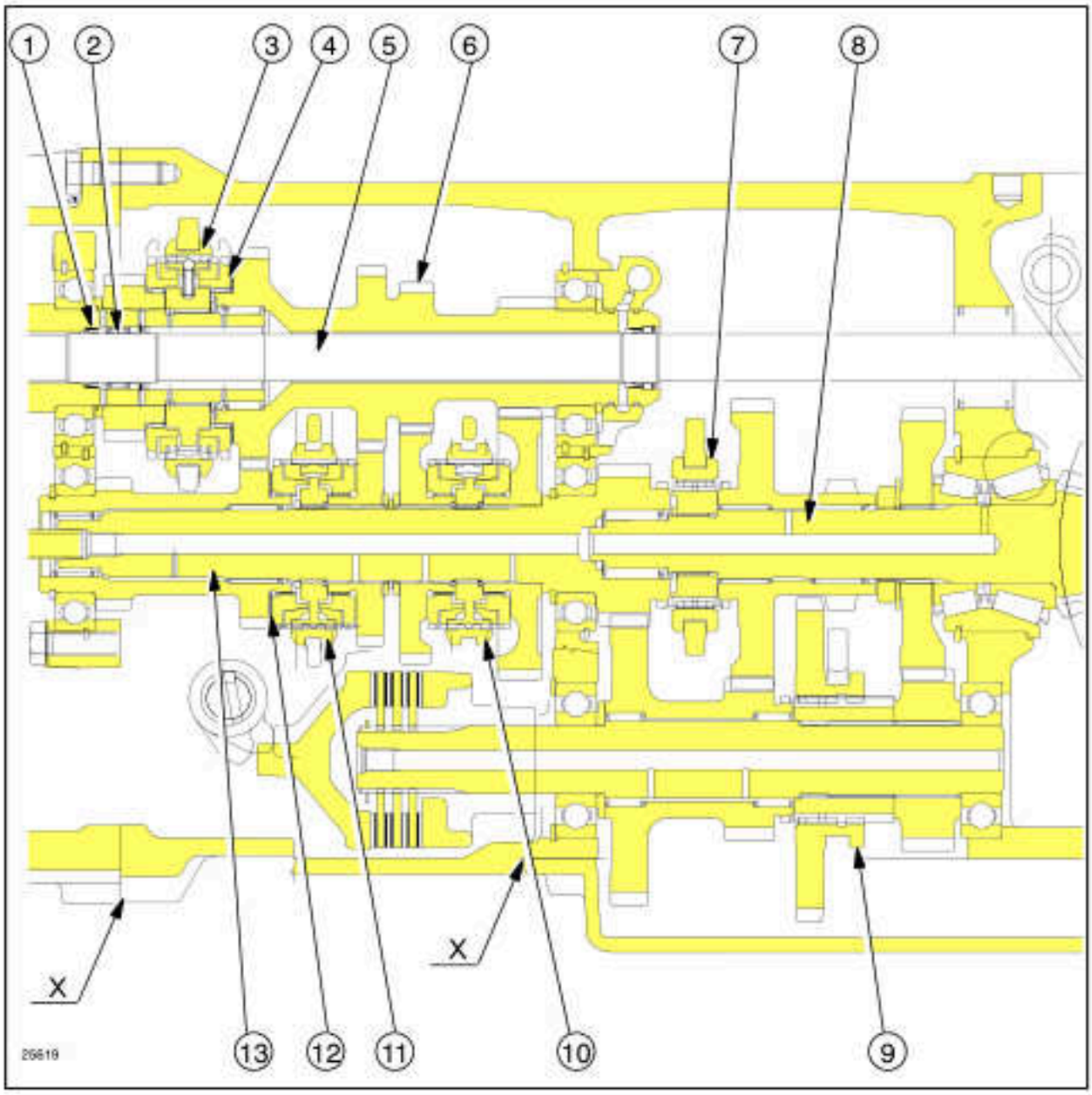


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FRONT PTO AND 4WD ELECTRONIC CONTROL UNIT INPUT/OUTPUT WIRING DIAGRAM (Diagram K)

1 Start switch.
2 Indicator light for 4WD engaged with automatic selection.
4 4WD alarm indicator light.
5 4WD engaged indicator light.
6 4WD engaged sensor pressure switch.
7 LH direction indicator ON input signal.
8 RH direction indicator ON input signal.
10 4WD solenoid valve.
11 Engine rev counter (from alternator) (for front PTO logic).
12 Bodywork ground.
13 Sensors ground.
14 Power ground.
15 Connection for Troubleshooting unit **380000282**.
16 Push-button ▲.
17 Push-button ▼.
18 HMENU selection push-button.
19 Troubleshooting unit **380000282**.
21 Front wheels speed sensor (VAA).
22 Rear wheels speed sensor (VAP).
23 Slope sensor.
24 Steering sensor.
25 RH brake pressure switch.
26 LH brake pressure switch.
27 To fuse 9 (control unit power supply).
29 Reading switch for mechanical shuttle in reverse.
30 4WD control switch (automatic engagement).
31 4WD control switch (manual engagement).
32 Shuttle in reverse gear signal from Power Shuttle control unit.
33 Battery.

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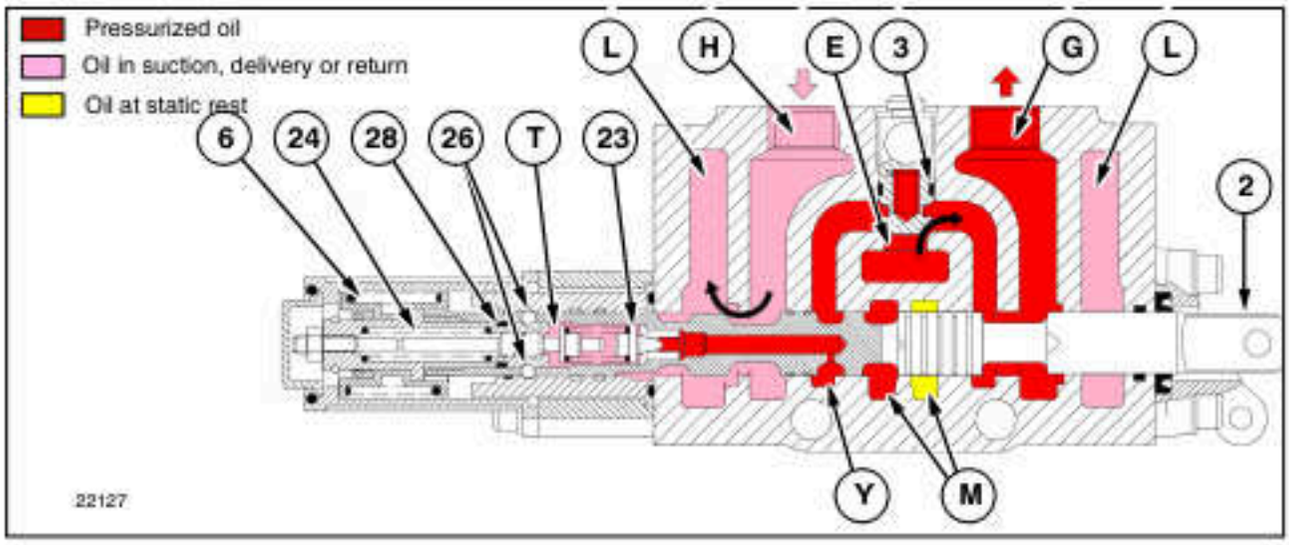
Longitudinal cross-sectional view of gearbox and gear range

1. Seal.
2. Power take-off shaft support roller bearings.
3. Reverser control synchroniser.
4. Gearbox driving gear clearance adjusting thickness.
5. Power take-off shaft.
6. Gearbox driving gear.
7. Selector sleeve for high or medium-low speeds.
8. Bevel pinion shaft.
9. Selector sleeve for low or medium-high speeds.
10. Synchroniser for 1st and 2nd speed.
11. Synchroniser for 3rd and 4th speed.
12. Gearbox driven shaft gear clearance adjusting thickness.
13. Gearbox driven shaft.

NOTE: *On assembly apply a bead of sealing compound to the surfaces* ***X*** *as indicated on page 29.*

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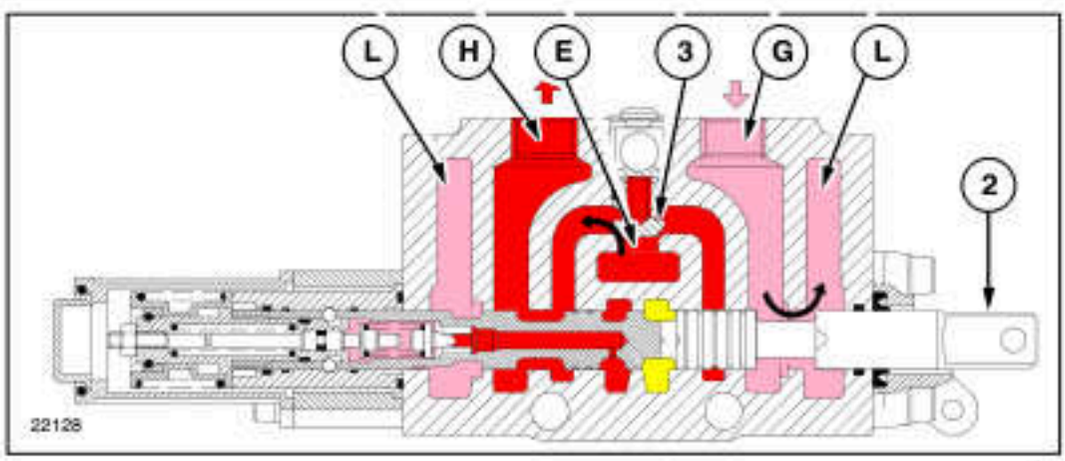
OPERATING STAGES OF AUXILIARY CONTROL VALVE FOR THE OPERATION OF A SINGLE/ DOUBLE-ACTING CYLINDER WITH AUTOMATIC DETENT RELEASE AND FLOAT POSITION



8

LIFTING

On pulling back the control lever (located in the cab), the spool (2) shifts and the detent balls (26) engage the left hand groove, where they are held in place by the support (28) and spring (24). The movement of the spool (2) connects: delivery line (E) with the lower chamber of the cylinder, by way of the check valve (3) and the line (G), and also the upper cylinder chamber with the exhaust line (L) by way of line (H), intercepting the supply of oil to the hydraulic lift control valve. On completion of the lifting movement, the oil pressure increases to 2465 to 2537 psi (170 to 175 bar), acting through the port (V), it overcomes the resistance of the spring of the needle valve (23). Inside chamber (T) the oil pressure increases and, acting on the detent ball support (28), it overcomes the resistance of the spring, thus moving the support (28). In this condition the two detent balls (26) drop onto the support (28), releasing the spool (2) which, under the action of the spring (6), returns to the neutral position, and consequently the entire flow from the pump is conveyed to the lift control valve through lines (M).



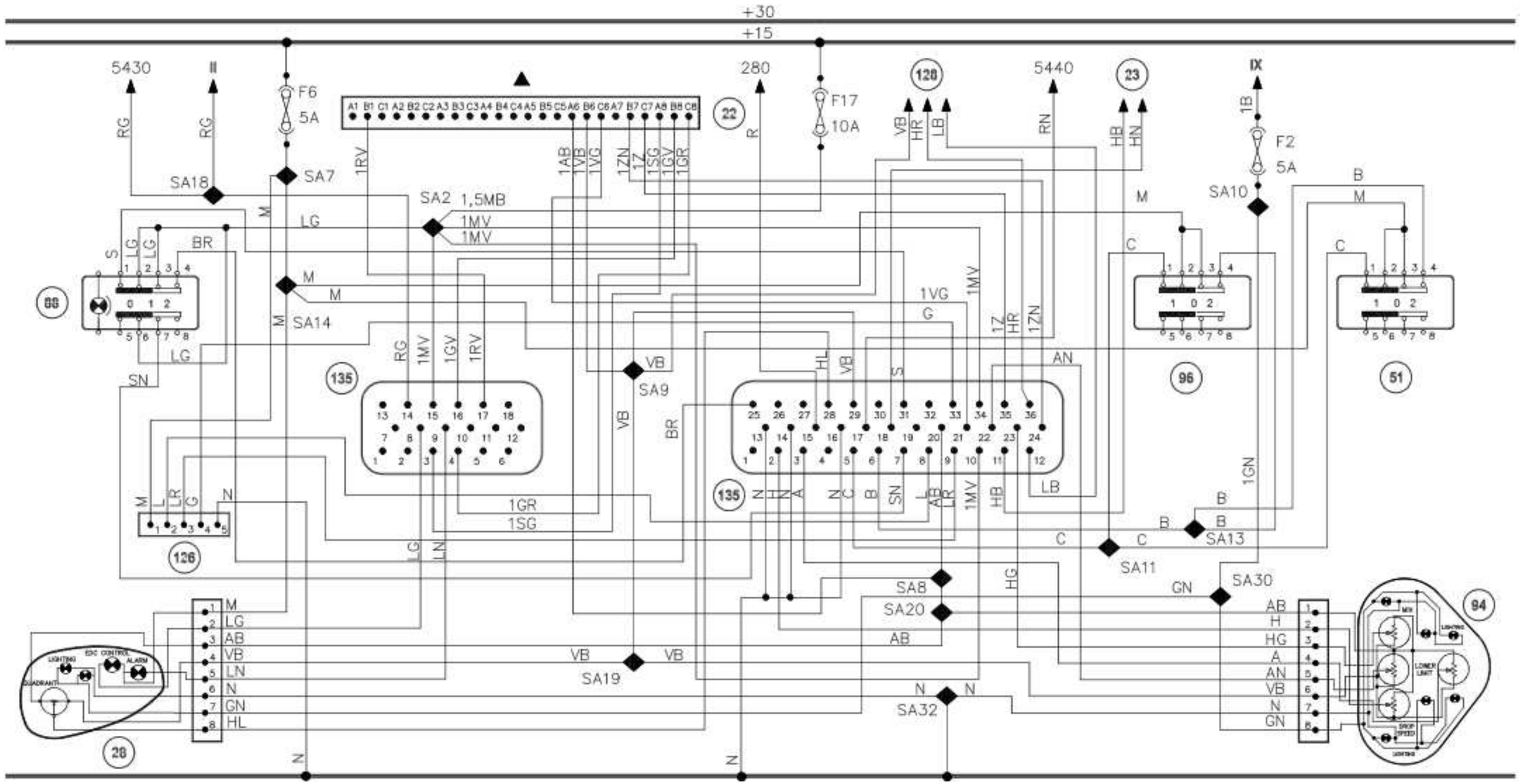
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LOWER

To lower the implement, push forward the control lever (in the cab). The control valve spool (2) shifts and the detent balls (26) engage in the central groove where they are held in position by the support (28) and the spring (24). In this condition the oil contained in the lower chamber of the cylinder can flow to the exhaust (L) by way of line (G), while the upper chamber is connected with the delivery (E) by way of line (H) and check valve (3). On completion of the lowering operation, the detent will be automatically released in the manner described previously.

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REAR ELECTRONIC LIFT CIRCUIT - DIAGRAM L



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