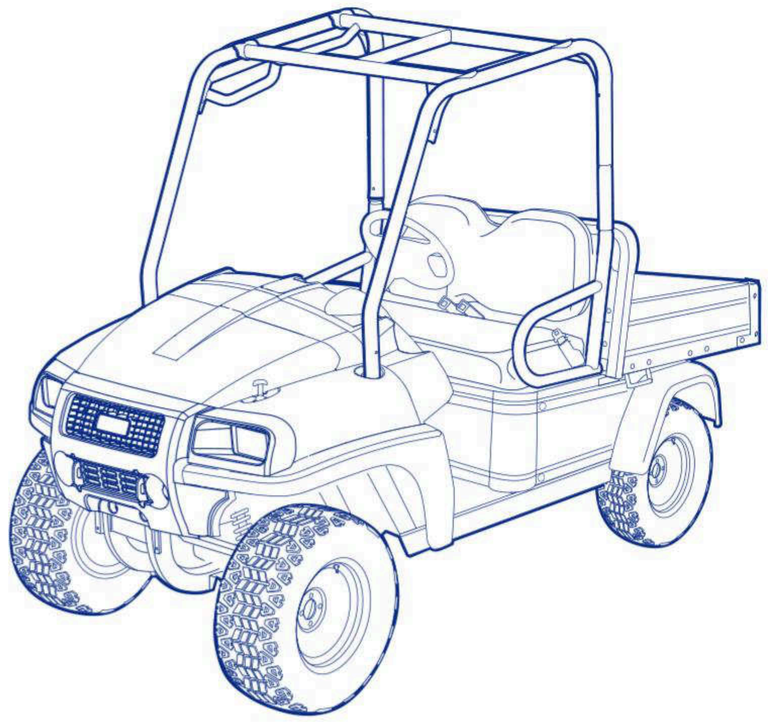
NEW HOLLAND

Rustler™ 120 125

SERVICE MANUAL



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NEW HOLLAND AGRICULTURE

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TEST PROCEDURES

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TROUBLESHOOTING GUIDE

SYMPTOM	POSSIBLE CAUSES	REFER TO
Engine overheats, continued.	Failed radiator hose	Replace radiator hose. See Section 15 – Radiator and Coolant System (Diesel)
	Failed thermostat	See the Kubota D722 diesel engine manual (P/N CLC102615501).
	Failed water pump	
	Vehicle is overloaded	Do not overload vehicle. See owner's manual.
Excessive engine oil consumption.	Oil ring worn	See the Kubota D722 diesel engine manual (P/N CLC102615501).
	Piston ring groove worn	
	Valve stem and/or guide worn	
	Crankshaft bearing and crank pin bearing worn	
Fuel mixed into engine lubricant oil.	Worn injection pump plunger	See the Kubota D722 diesel engine manual (P/N CLC102615501).
Water mixed into engine lubricant oil.	Failed head gasket	See the Kubota D722 diesel engine manual (P/N CLC102615501).
	Crank case or cylinder head failed	
White or blue exhaust gas is observed.	Excessive engine oil	Drain engine oil and refill with specified engine oil. See owner's manual.
	Piston ring worn	See the Kubota D722 diesel engine manual (P/N CLC102615501).
	Incorrect injection timing	
	Cylinder compression leak	
Black or dark gray exhaust gas is observed.	Vehicle is overloaded	Do not overload vehicle. See owner's manual.
	Low-grade fuel	Drain fuel and refill with specified fuel. See owner's manual.
	Fuel filter clogged	Replace fuel filter. See Fuel Filter Replacement on page 13b-9
	Air cleaner clogged	Replace air filter. See Air Filter Replacement on page 13b-22
Excessive vehicle vibration.	Engine mounting nuts or bolts are loose	Section 13b – Diesel Engine, Muffler, Fuel System, and Clutches
	Misaligned muffler mounting clamp	Exhaust System on page 13b-5
	Damaged drive belt	Clutches on page 13b-26
	Damaged drive clutch	Clutches on page 13b-26
	Damaged driven clutch	Clutches on page 13b-26
	RPM setting is incorrect	Engine RPM Adjustment on page 13b-20
Transmission does not engage or disengage smoothly.	Transmission shifter linkage is binding or is out of adjustment	Forward/Reverse Shifter Cable Adjustment on page 14-17
	Idle RPM setting is set too high	Idle RPM Adjustment on page 13b-20
	Insufficient (low) level of lubricant or wrong type of lubricant in transmission	Gearcase Lubrication on page 10-12
Transmission does not engage or disengage smoothly, continued.	Internal gears are damaged or worn	Section 16 – Transmission

Troubleshooting Guide continued on next page...

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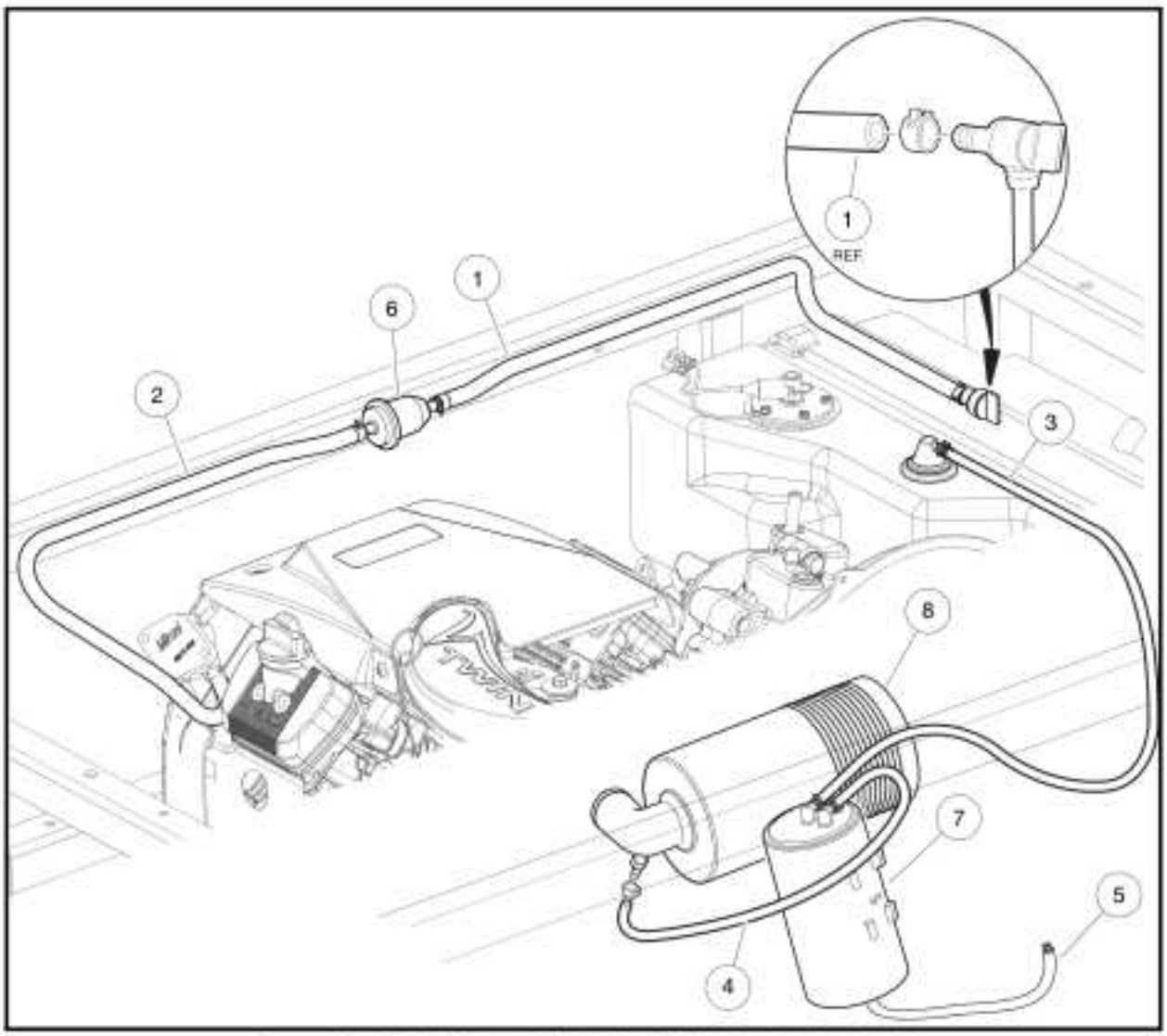


Figure 13a-6 Fuel System (If Equipped With Carbon Canister)

FUEL LINE NO.	DIAMETER Ø	ROUTING	LENGTH	
			SOLID COLOR	CLEAR
1	5/16 in. (8 mm)	Fuel tank to fuel filter (6)	24.3 inches (61.5 cm)	
2	5/16 in. (8 mm)	Fuel filter (6) to fuel pump	24.3 inches (61.5 cm)	
3	3/16 in. (5 mm)	Molded Vent Tube (Fuel Tank to Canister (7))		44.5 inches (00.0 cm)
4	3/16 in. (5 mm)	Vent Tube (Canister (7) to Air Filter Canister (8))		13 inches (00.0 cm)
5	5/16 in. (8 mm)	Vent Tube (Canister (7) to Atmosphere)		12 inches (30.5 cm)
		Total [ø5/16 in. (8 mm)]:		22.0 in. (55.8 cm)

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4. Disconnect the cable end from the park brake pedal assembly by removing the bow tie locking pin (5) and clevis pin (6) **(Figure 6-25, Page 6-28)**.
5. Turn the steering wheel fully to the right to allow access in the wheel well area behind the driver side front wheel.
6. Reach under the driver side wheel well area behind the front wheel and remove the outboard hex-head bolt securing the plastic splash panel.
7. Hold the plastic splash panel forward to access and release the tines securing the cable ferrule to the cable anchor bracket (7).
8. Remove the front park brake cable from the vehicle.

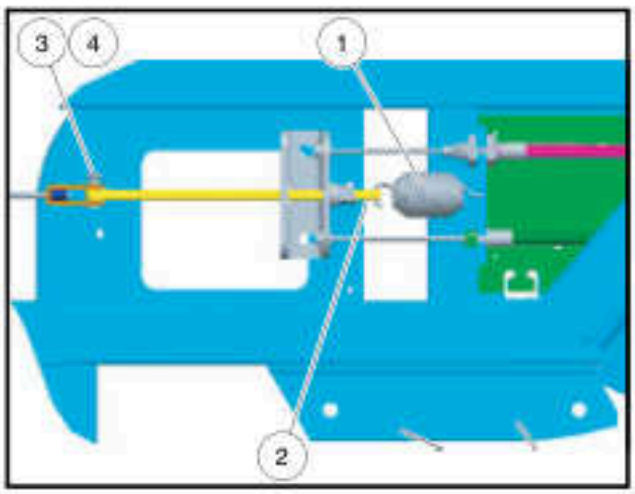


Figure 6-24 Park Brake Equalizer

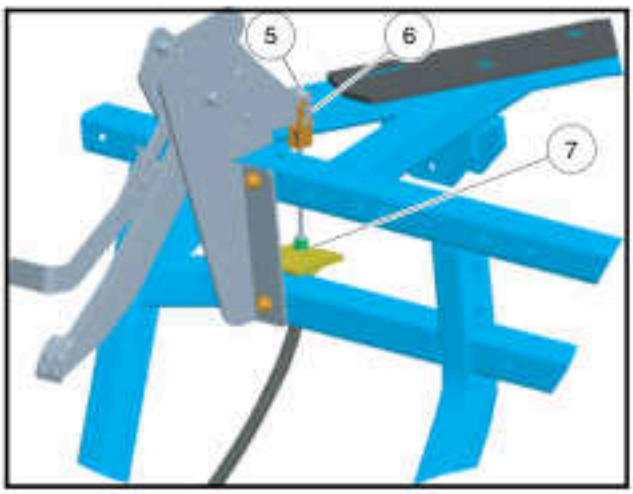


Figure 6-25 Park Brake Cable Attachment

FRONT PARK BRAKE CABLE INSTALLATION

1. Route cable through cable anchor bracket (7) and anchor the cable ferrule into bracket **(Figure 6-25, Page 6-28)**.
2. Connect the cable end to the park brake pedal assembly with bow tie locking pin (5) and clevis pin (6).
3. Connect the cable to the threaded adjustment rod (2) with the bow tie locking pin (3) and clevis pin (4) **(Figure 6-24, Page 6-28)**.
4. Secure the spring (1) from the end of the adjustment rod to the chassis.
5. Check park brake function and adjust the park brake system if required. **See Park Brake Cable Adjustment on page 6-25.**
6. Inspect all of the brake systems to ensure that both the hydraulic brake system and the park brake system are adjusted and operating correctly before the vehicle is returned to service. **See Brake System Inspection on page 6-1.**

PARK BRAKE EQUALIZER REMOVAL

1. Chock the wheels and release the park brake.
2. Remove the spring from the threaded adjustment rod on the cable end.
3. Note the orientation of and remove the two nuts, cone washer and cup washer from the threaded adjustment rod.

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