

SPECIFICATIONS

Specifications and design are subject to change without notice and without liability therefore.

DIMENSIONS AND WEIGHTS

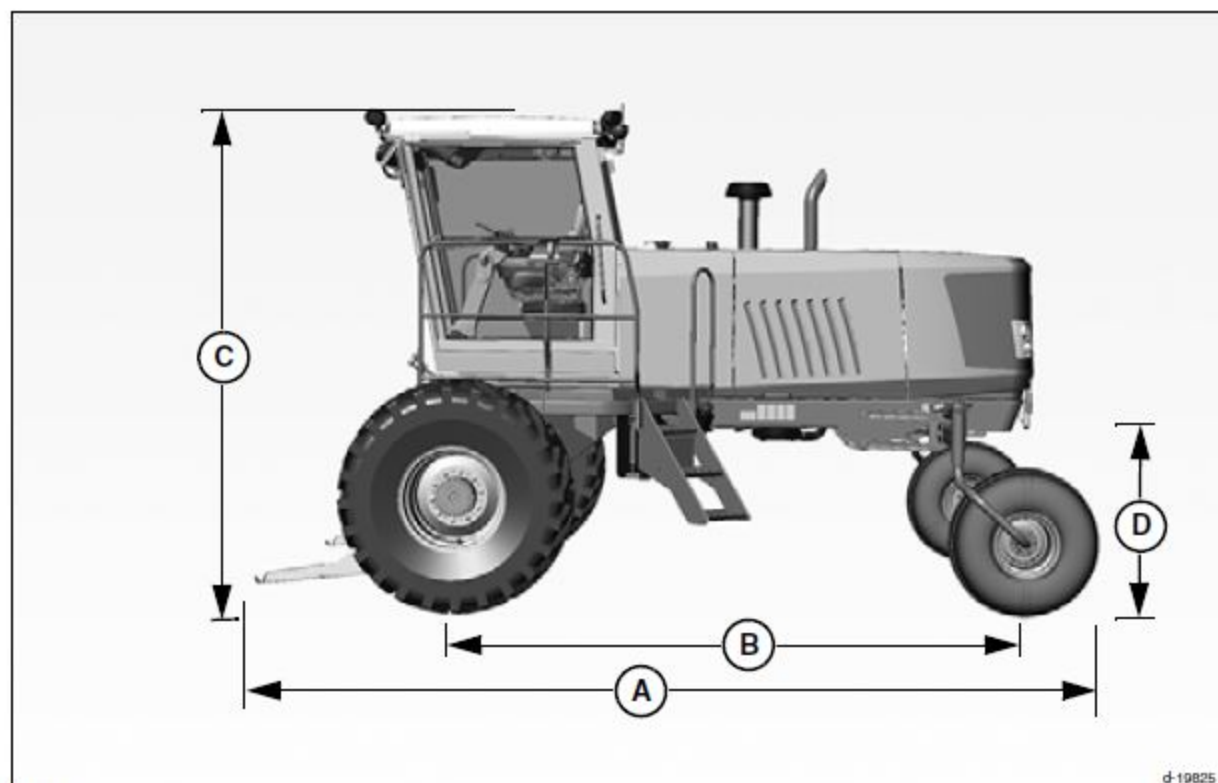


FIG. 1

FIG. 1: Side view with 620/75R26 tires front tires and 16.5-16.1 rear tires

Ref	Description	Dimension
A	Length, tractor only	5323 mm (209.6 in)
	Length, total with single conditioner rotary header	6917 mm (272.3 in)
B	Wheel base	3843 mm (151.3 in)
C	Height	3450 mm (135.8 in)
D	Clearance under frame	1075 mm (42.3 in)

STANDARD CAB ROOF

The cab roof pivots on two hinges for access to the air conditioner, heater, windshield wiper motor (if installed), and lighting.

IMPORTANT: Do not open cab roof cap where wind can catch cab roof cap and cause damage.

FIG. 12: To lift the cab roof, remove the two knobs (1) that fasten the cab roof to the cab frame. The knobs are inside the cab on the front and rear corners of the left-hand side.

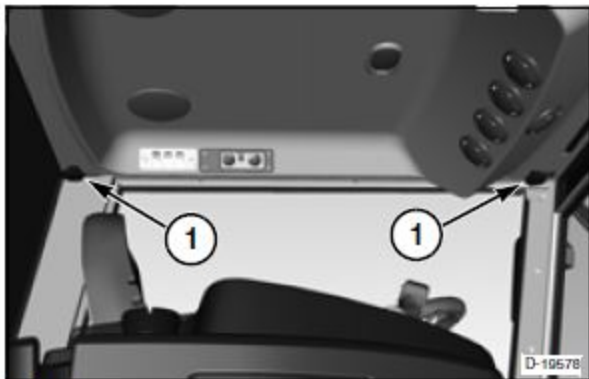


FIG. 12

FIG. 13: From the outside of the cab, lift the left-hand side of the cab roof. Move the support bracket (1) outward until over center to support the cab roof.

To close the cab roof, move the support bracket inward until the cab roof can be lowered. Lower the cab roof all the way. Make sure the roof bolts (2) do not catch on any wiring or hoses. Install and tighten the knobs on the roof bolts from the inside of the cab.

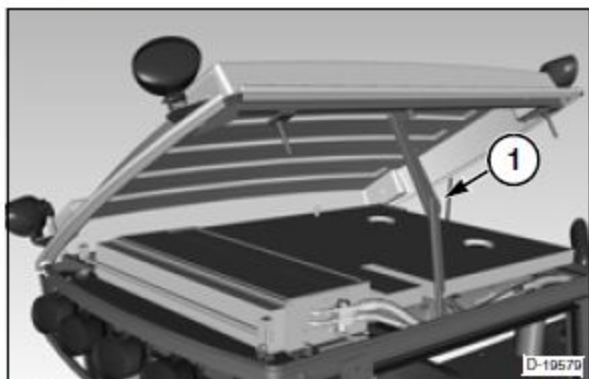
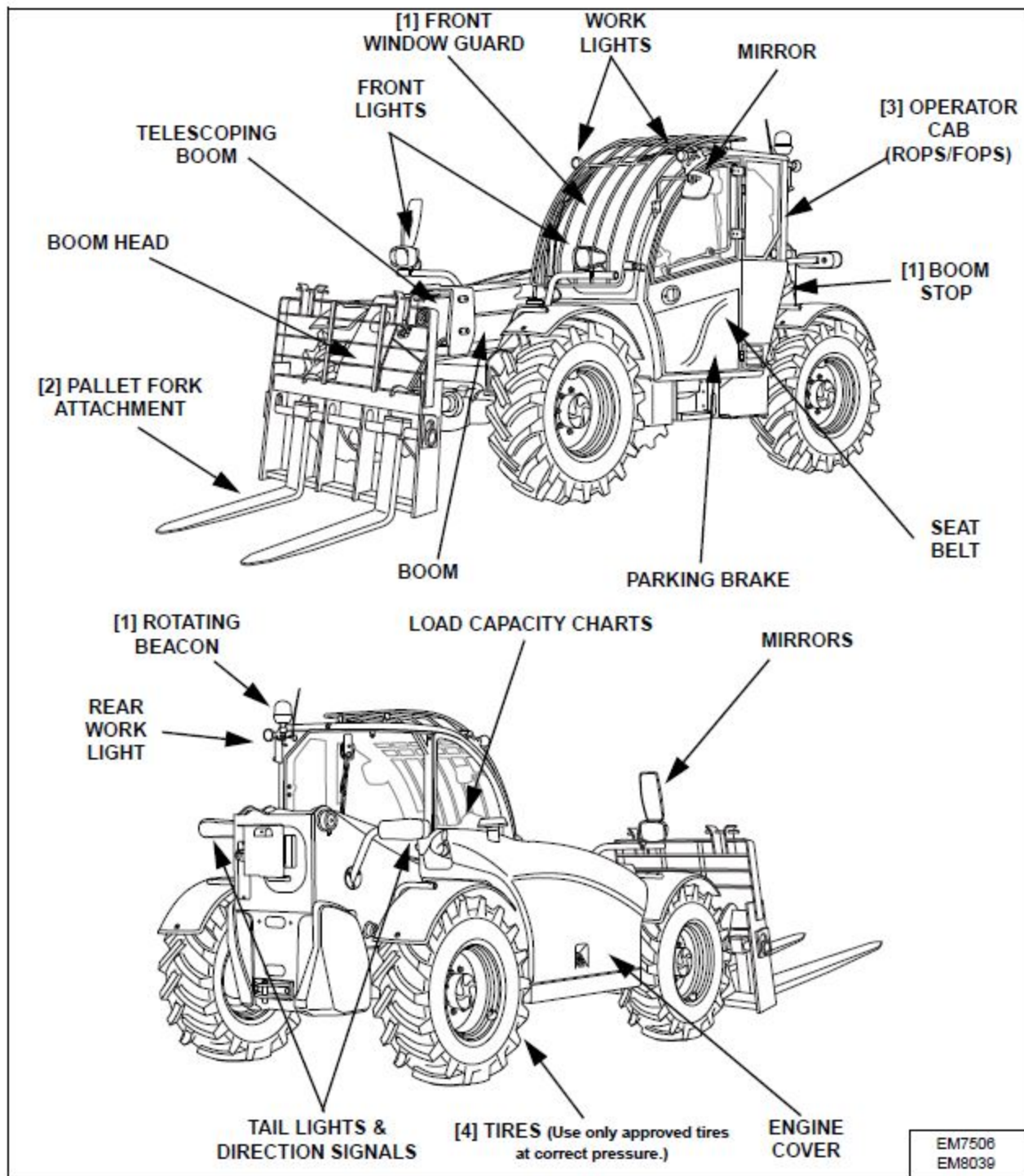


FIG. 13

MASSEY FERGUSON TELESCOPIC HANDLER IDENTIFICATION



EM7506
EM8039

[1] Optional or Field Accessory. (Not Standard Equipment).

[2] Attachments - Several different attachments are available for the Massey Ferguson telescopic handler.

[3] ROPS, FOPS - Roll Over Protective Structure, per ISO 3471, and Falling Object Protective Structure per ISO 3449, Level II.

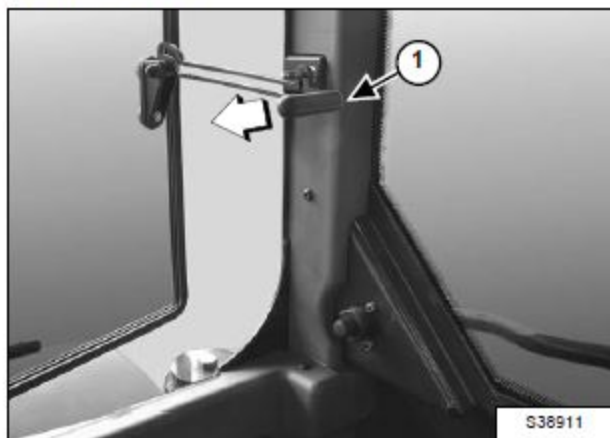
[4] TIRES - Standard tires are shown. Several different tire styles and sizes are available for the Massey Ferguson telescopic handler.

EMERGENCY EXIT

Rear Window

Open the rear window. (See Operation & Maintenance Manual for the correct procedure.)

Figure 10-180-1



Pull the handle (Item 1) [Figure 10-180-1] inward (as shown) and push the rear window fully open.

Figure 10-180-2

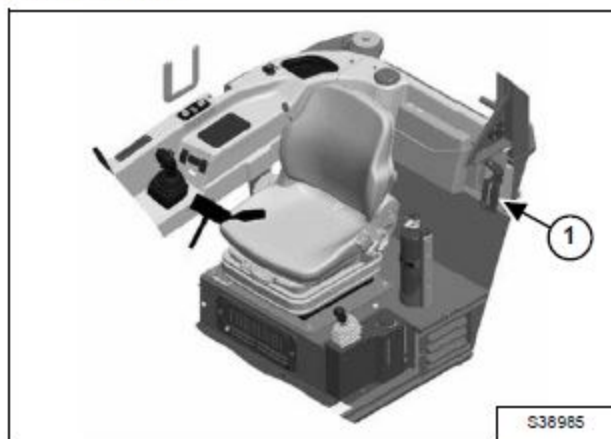


Exit through the rear window opening [Figure 10-180-2].

Right Rear Window

Tractor Homologated Telescopic Handlers are equipped with a secondary emergency exit.

Figure 10-180-3

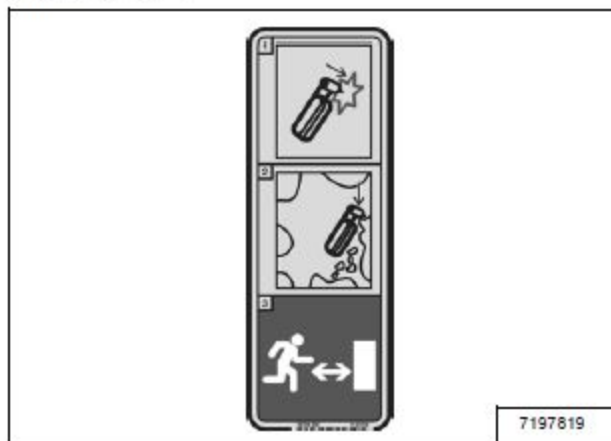


Remove the safety hammer (Item 1) [Figure 10-180-3] from its holder behind the operator's seat.

Use the safety hammer to break the right rear window.

Exit through the right rear window opening.

Figure 10-180-4



NOTE: A decal illustrating this procedure is located on the right rear window [Figure 10-180-4].

Engine

FIG. 45: Connect the two clutch wire connectors (1) for the clutch on the air conditioner compressor.

Install the alternator belt on the front of the engine. Apply the tension by moving the tension pulley toward the belt. Install the belt on the front of the engine.

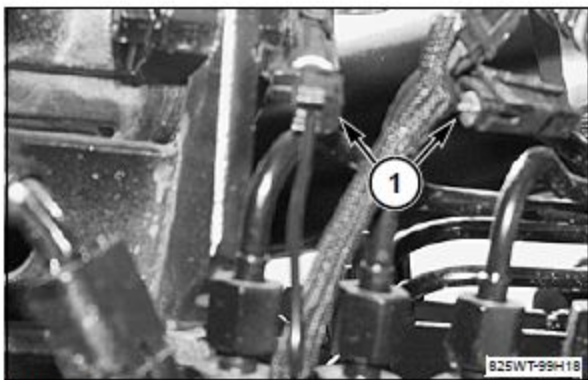


FIG. 45

FIG. 46: If equipped, install the two wires (1) and nuts (2) on the grid heater.

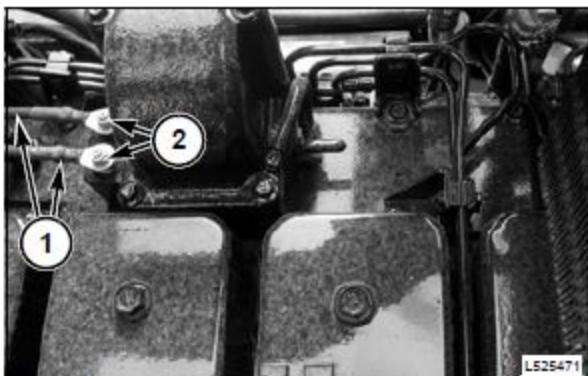


FIG. 46

FIG. 47: Install the coolant sender (1).

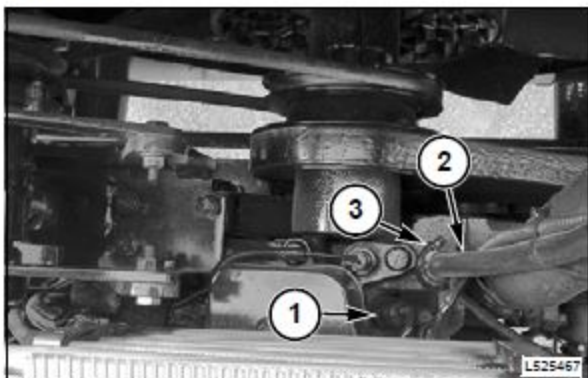


FIG. 47

FIG. 48: Remove the cover over the opening of the turbocharger or engine. Install the exhaust system (1) onto the engine. See Exhaust System, section 2030.

NOTE: On the SP85B and the SP115B, it was not necessary to remove the air cleaner as shown in Fig. 49 to Fig. 53. It is necessary to install the air hose from the air filter to the turbocharger or engine.

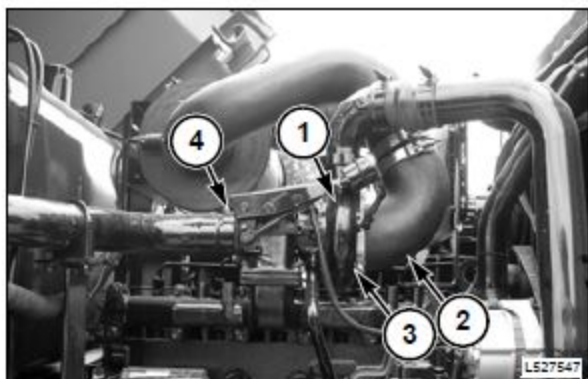


FIG. 48

2. Cutting table

4. Remove the bolts.
5. Remove the bolt (B) and press the shaft (C) out of the crank (D).
6. Remove the shaft through the triangular openings (fig. 4).
7. Remove the flanged bearings.

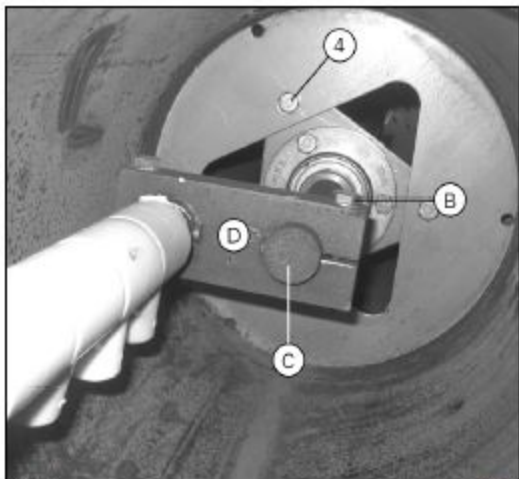


Fig. 6.

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2.3.4 Replacing the shaft on the left-hand side

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1. Remove the end cover, see "**Removing the table auger**".
2. Remove the bolts.
3. Remove the bolts in the inner bracket through the triangular opening (G). Use a socket wrench with long extension. If there is any damage inside the table auger, remove the inspection covers (3) and (A) ().
4. Remove the shaft through the triangular openings.

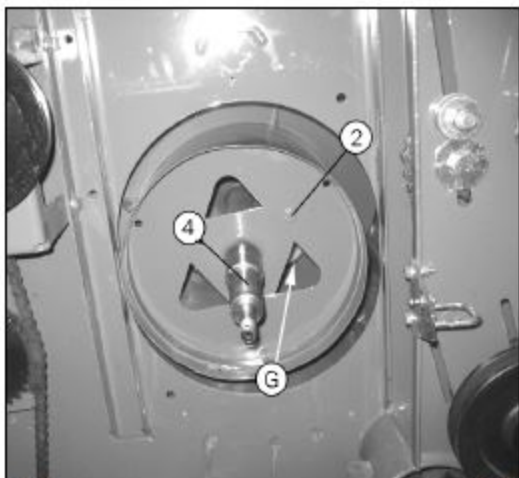


Fig. 7.

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5.5.4 Removal, mechanical variator

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Engage the threshing mechanism and bring the threshing cylinder to minimum rpm. Disengage the threshing mechanism and stop the engine.

- Slacken the belt (1) from the threshing cylinder and remove the cylinder pulley (2), see "Counter drive, variator - threshing cylinder".
- Remove the belt (3) for the drives to the grain elevators, see "Transmissions - Countershaft - tank filling elevator, tank filling auger".
- Relieve the load on the variator belt (4) by opening the mechanical variator with three long 10 mm bolts which must be screwed into the threaded holes (5).
- Loosen the bolts in the supporting bracket (6), but do not unscrew them completely.

IMPORTANT: Before loosening the five bolts, mark their position (X) with a scriber to make sure that the centre distance between the two shafts is correct.

- Remove the centre bolt (7) and pull the support bracket (6) off the shaft and turn it away.
- Remove the bolts in the bearing (8) and supporting bracket (9).
- Pull the supporting bracket (9) off the shaft and put it away.
- Remove the variator belt from the mechanical variator
- Pull the variator off the shaft and lift down with suitable lifting gear.

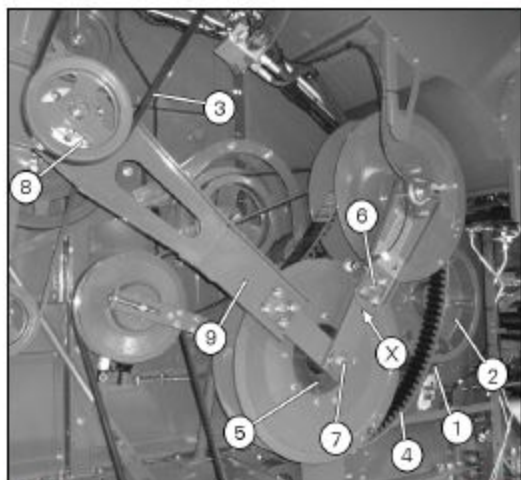


Fig. 8.

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5.5.5 Assembly, mechanical variator

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To assemble, follow steps 1 - 9 in reverse order. Please note:

IMPORTANT: The variator has been adjusted laterally by means of shims (E) at the outer bearing in order to achieve the correct distance to the hydraulic part of the variator. When the variator is removed, these shims will be left loose between the two bearings. The outer bearing will therefore have to be pulled out of the hub before reassembly.

- Mount the variator on the shaft.
- Fit the inner locking ring (D), shims (E) (the same number as removed), bearing (F), locking ring (G), spacing sleeve (H) and washer (J) in the order shown in (-).
- Tighten the centre bolt to 190 Nm.

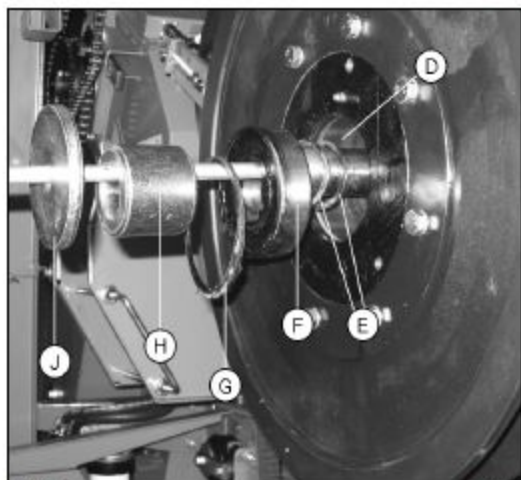


Fig. 9.

020782

AUXILIARY FUNCTION VALVE

9240 / 9260 / SP115B / SP185B / 9420 / 5260 / 5240

FIG. 11: The header lift, header float, header tilt, two speed, and parking lock are controlled by the solenoid valves in the auxiliary function valve. The auxiliary control valve is mounted on the frame under the cab.

- Solenoid valve functions:
- (1) Parking Brake
 - (2) Header Up
 - (3) Dump Valve (Open Circuit Valve)
 - (4) Float Pressure Increase
 - (5) Up Function
 - (6) Header Angle Tilt Rear
 - (7) Header Angle Tilt Forward
 - (8) Down Function
 - (9) Float Pressure Decrease
 - (10) Manual Flotation Release
 - (11) Two Speed Shifting
 - (12) Header Lower

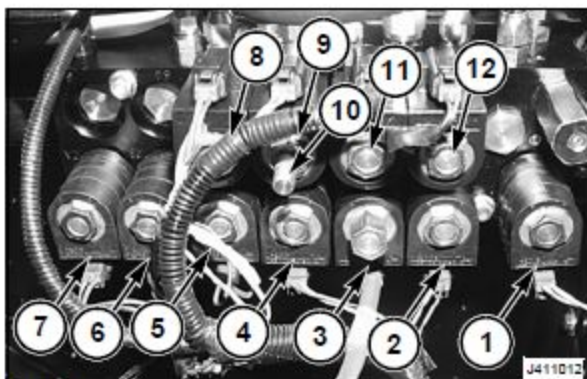


FIG. 11

9230 / SP85B / 9220 / 5230

FIG. 12: The solenoid valves in the auxiliary function valve control the header lift and header float. The auxiliary control valve is mounted on the frame under the cab.

Solenoid valve functions:

- (1) Dump Valve (Open Circuit Valve)
- (2) Header Up
- (3) Float Pressure Increase
- (4) Up Function
- (5) Down Function
- (6) Float Pressure Decrease
- (7) Manual Flotation Release
- (8) Header Lower

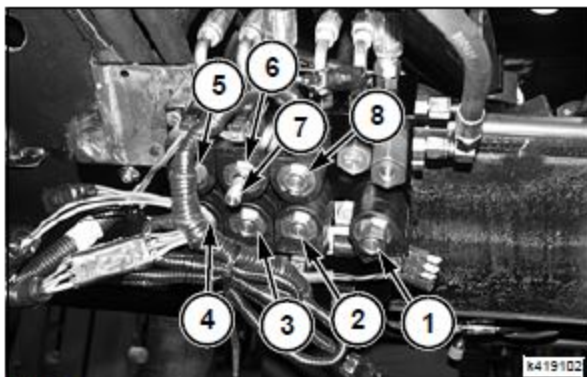


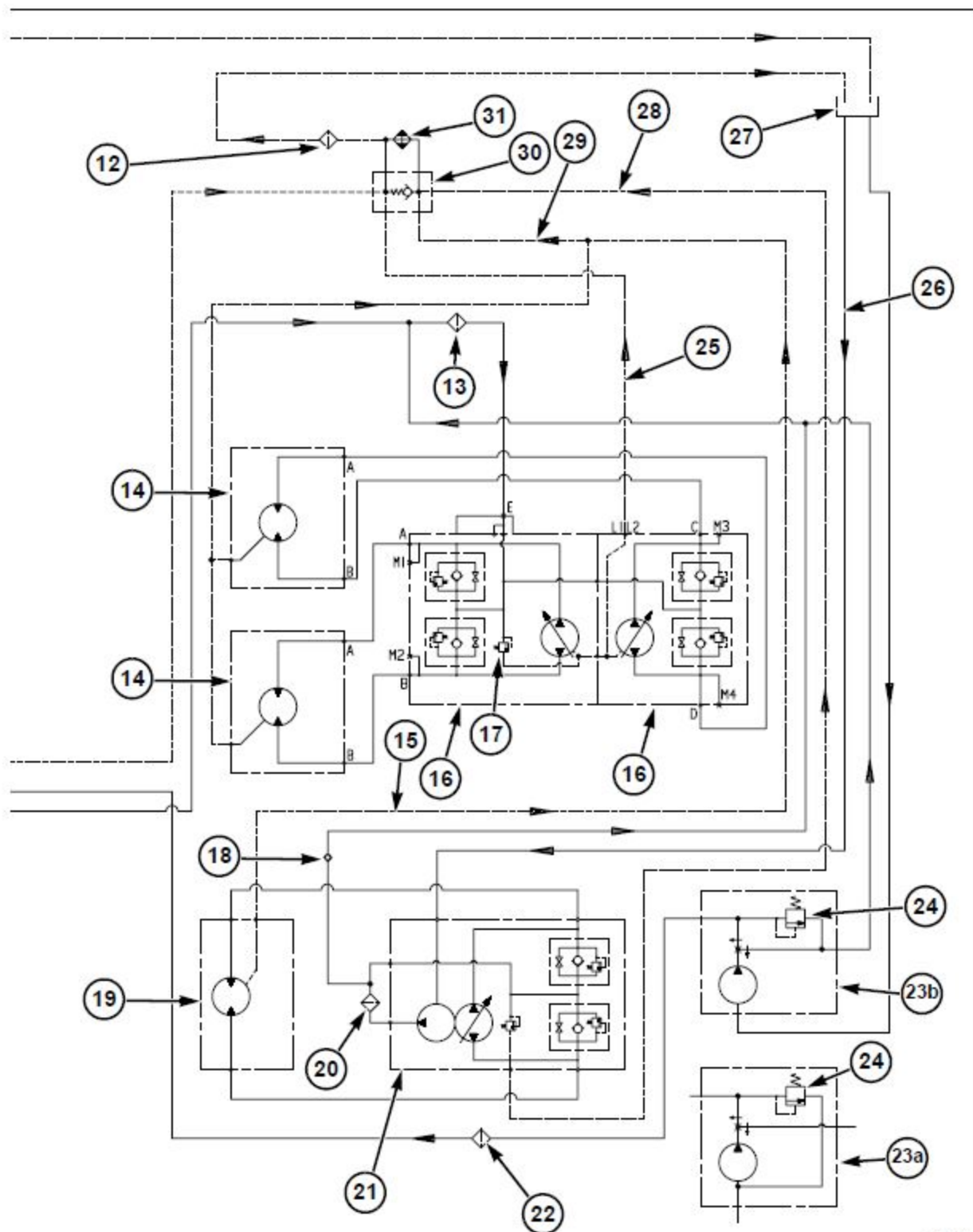
FIG. 12

IMPROPER OUTPUT SPEED

Problem	Cause	Corrective Action
Oil level in reservoir.	Insufficient hydraulic fluid will reduce system efficiency.	Fill reservoir to proper level.
Threshold setting.	Improper threshold setting will cause motor to have wrong displacement for given signal.	Check threshold setting.
Pressure compensator setting.	Improper pressure compensator setting shifts motor displacement at wrong pressure.	Check pressure compensator setting. Adjust if necessary.
Control spool or piston.	Pressure compensator piston or spool sticking holds motor at wrong displacement.	Check pressure compensator piston or spool. Repair or replace if needed.
Control orifices.	Blocked or restricted orifice causes motor to shift improperly.	Remove, inspect, and clean all orifices.
Control piston.	Sticky control piston causes motor to shift improperly.	Check control piston for proper operation. Repair if necessary.
Control input signal.	Improper input signal causes motor to shift improperly.	Correct control input signal.
Internal leakage.	Excess internal leakage causes lower charge pressure and affects system performance including output speed.	Install loop flushing defeat option and monitor case flow. If case flow is excessive, motor may require major repair.

LOW OUTPUT TORQUE

Problem	Cause	Corrective Action
System Pressure	Low system pressure at motor reduces output torque.	Measure system pressure at the motor. If the pressure limiter or relief valve setting is low, increase setting to the proper level.
Charge pressure.	Loop flushing relief valve setting may cause improper supply pressure to motor control.	Measure charge pressure in forward and reverse. Adjust loop flushing relief valve setting if necessary.
Pressure compensator setting.	High pressure compensator setting causes improper motor displacement for torque required.	Check and adjust pressure compensator setting.
Control orifices.	Blocked or restricted orifice causes motor to shift improperly.	Remove, inspect and clean all orifices.
Pressure compensator piston or spool.	Sticking pressure compensator piston or spool causes control to hold motor at minimum displacement.	Remove and inspect control spool and sensing piston. Repair or replace if necessary.
Control spool or piston.	Sticking 4-way spool or control piston causes motor to shift improperly.	Remove and inspect 4-way spool and control piston. Repair or replace if necessary.



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