

Maintenance Attention

Brake bleeding Attach a rubber tube to the bleed screw (3) and submerge the free end in a small quantity of brake fluid held in a transparent container. Slacken the bleed screw one complete turn. Push the pedal down through one full stroke followed by three short, rapid strokes then allow the pedal to return quickly to its stop. Repeat this action, ensuring the fluid reservoir is maintained full, until the fluid flowing into the container is free of air bubbles, then tighten the bleed screw on the last downward stroke of the pedal. Do not re-use fluid expelled by the system.

Fig. 24

Topping-up the brake and clutch reservoirs Remove instrument housing top cover and check fluid level in reservoirs. If required clean exterior of reservoir, remove caps arrowed and top-up fluid to maximum level but do not overfill. Check breather hole is clear before replacing cap. Clean spilled fluid from the tractor using a damp cloth. Refit the top cover. If the fluid level falls rapidly between checks investigate and rectify the cause immediately.

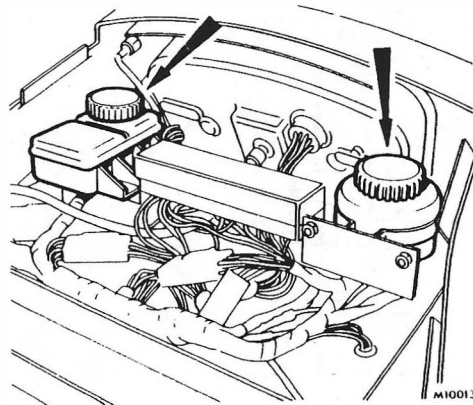


WARNING: Use clean, new brake fluid of correct specification (see 'GENERAL DATA') from a sealed container and ensure no dirt enters the reservoirs. Absorbed water or dirt in the fluid can result in sudden brake or clutch failures. Do not shake the container or aerate the fluid in any way.

Changing the brake and clutch fluid. Use the same procedure as for bleeding, noting:

- (a) The bleed tube should have a transparent section (glass tube).
- (b) Pump out most, but not all, of the fluid in the reservoir before refilling with unused fluid.
- (c) Bleed until all the old discoloured fluid is ejected, continue to bleed for two full strokes of the pedal, then close the bleed screw.

Fig. 25



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Brake adjustment Chock the front wheels and release the handbrake. Jack either of the rear wheels clear of the ground and place suitable safety supports under the rear axle.

Fig. 24

Turn the adjusting nut (1) clockwise while rotating the wheel, until the brake is just applied and the wheel cannot be rotated by hand, then slacken the nut one and a half turns (nine flats). Repeat the procedure for the other brake.

The handbrake should not normally require adjusting, but if the travel exceeds nine clicks of the ratchet adjust the nut (2) on each brake linkage until the handbrake travel is correct. Ensure there is free play in the handbrake linkage with the handbrake in the fully off position.

Each time the brakes are adjusted all parts of the mechanism should be checked to ensure they move freely and are adequately lubricated.

Fig. 24

