

## Replacement of Draft Control

Replacement of draft control should be done at engine stopped and park brake applied. Proceed as follows: disconnect selector of independent/synchronous mode engagement of Power Take-off: take down cover p/n 80-6702390-B together with seat and cover p/n 80-6702085-01 (picture2).

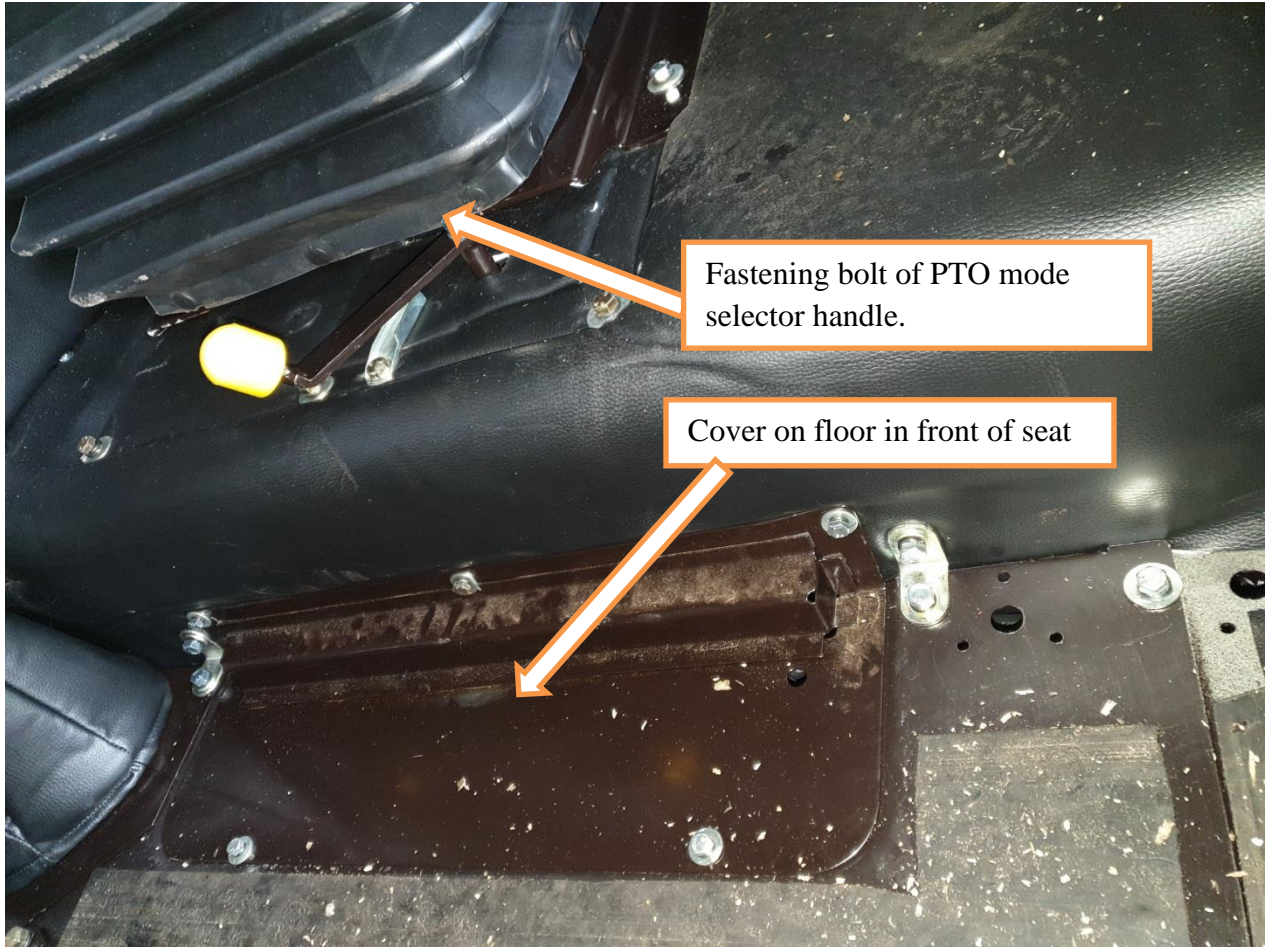
1. Set 3-point hitch linkages into lowest position.
2. Unscrew cone plug (picture 1, position 1) and drain oil out of hydraulic tank. Oil volume is about 19 liters (4,25 US gallon). Having oil drained tighten cone plug with torque of 4 to 8 Nm.
3. Dismantle cover (picture 2) located on floor in front of seat, reach and unscrew the bolts (picture 3, position 1) of drain pipe of pressure hose, as well as bolt of pipe of control channel (picture 3, pos. 2).
4. Unscrew the fastening bolt (pic. 3, pos. 3) of draft control bracket and 2 nuts M10-6H.6.019 (pic.4, pos.1) and disconnect shaft (pic. 4, pos. 1) on the left and linkages (pic. 4, pos. 3) on the right.
5. Having removed seat and floor cover, unscrew high pressure hoses (pic. 5, pos. 1) and screw into hoses 2 plugs M20x1,5. Unscrew 2-nd fastening bolt of bracket (pic. 6, pos. 1).
6. Take down draft control assembly with bracket. Unscrew bolts M10-6gx25.88.35.019 (pic.7, pos.1; pic.8, pos.1) and detach bracket and draft control.

Assemble and install draft control in the reverse order. Tighten 2 hoses p/n 680-4607140-12 on top with torque 50...60 Nm Bolts of drain pipe and pressure hose tighten with torque 120...150 Nm. Tighten bolt of control channel pipe with torque 35...45 Nm. After assembly fill in oil (pic. 9 pos. 1).

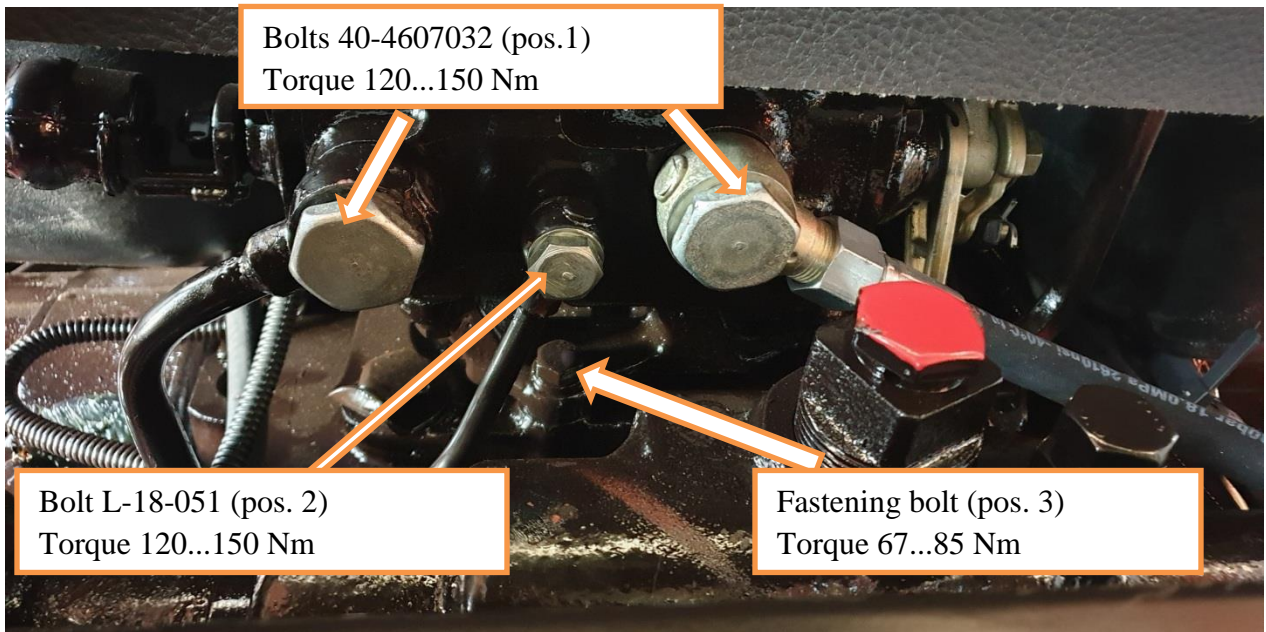


Picture 1

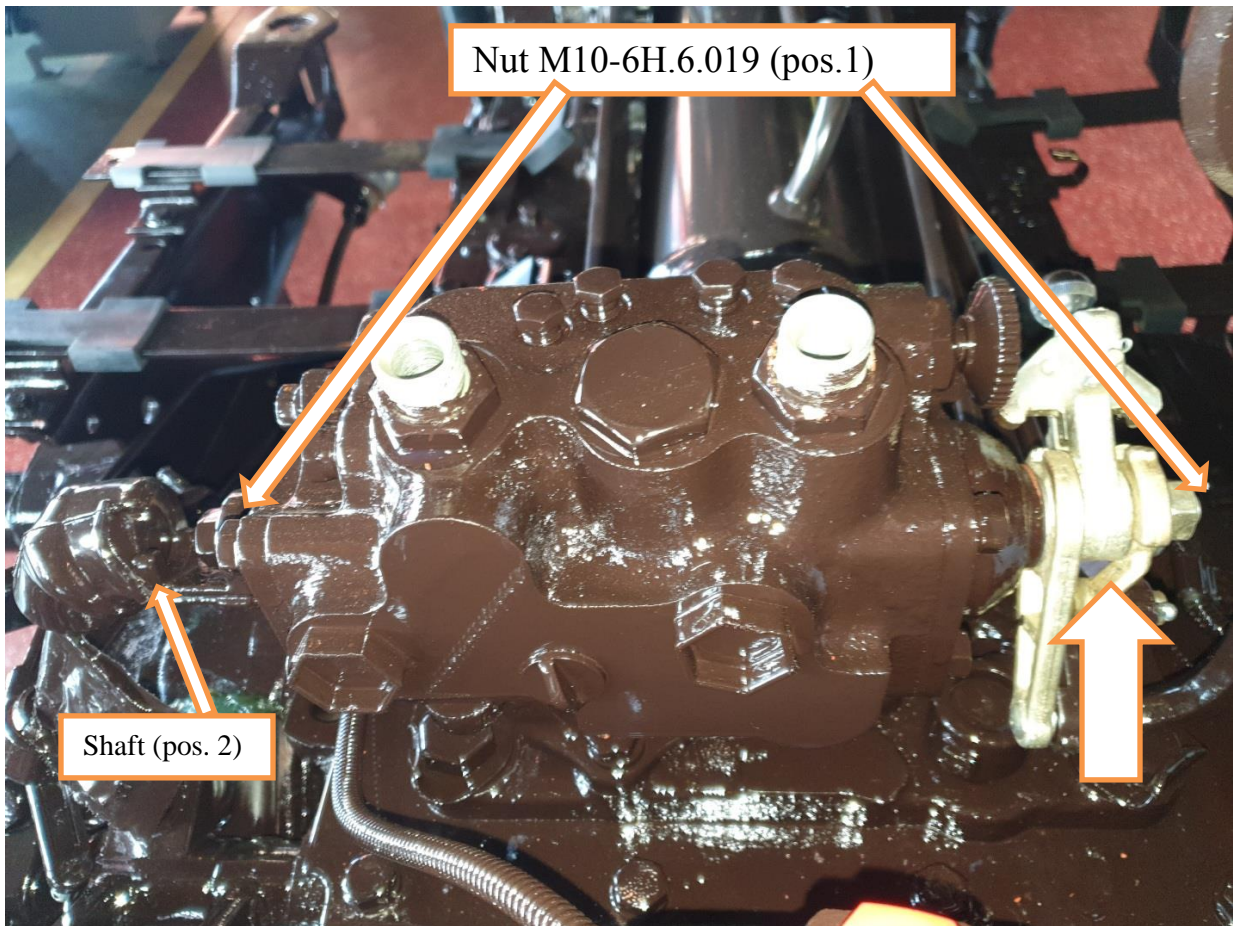




Picture 2

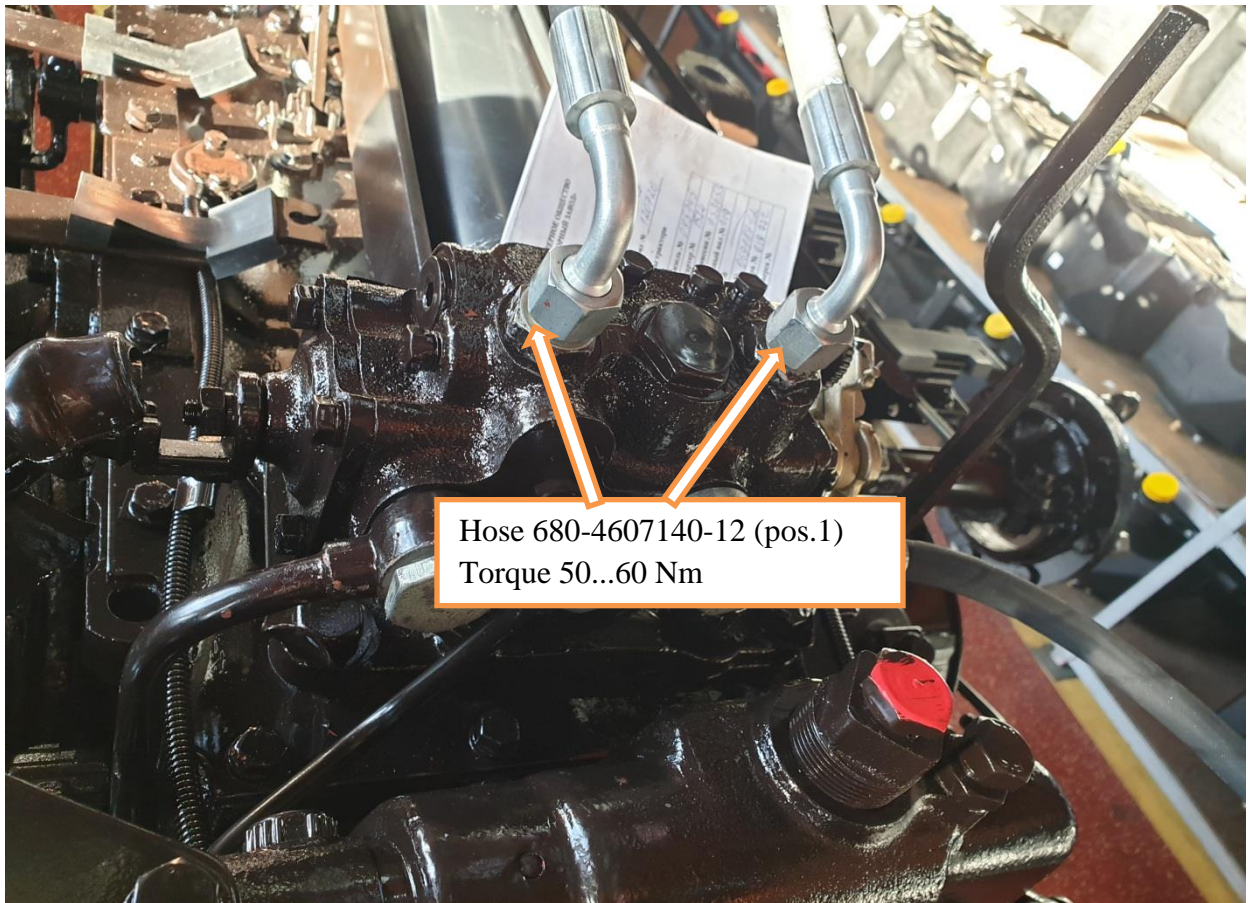


Picture 3



Picture 4





Picture 5



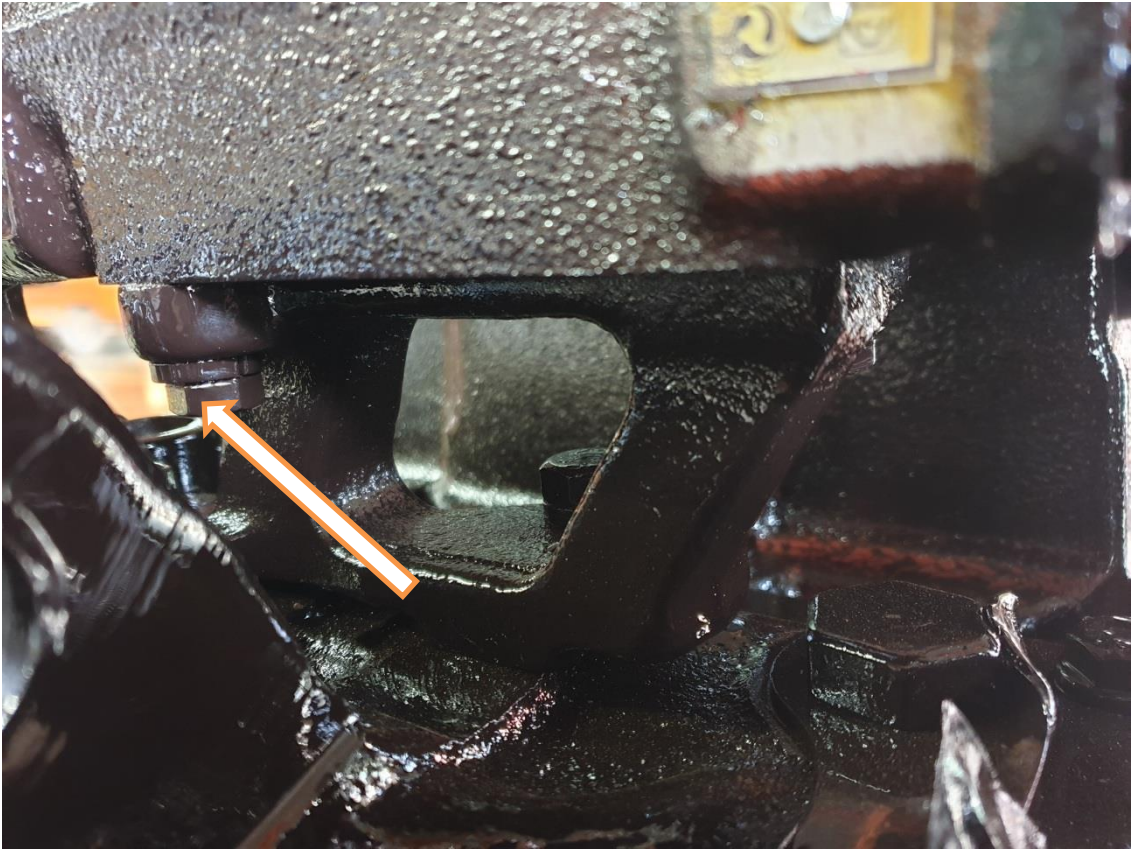
Picture 6

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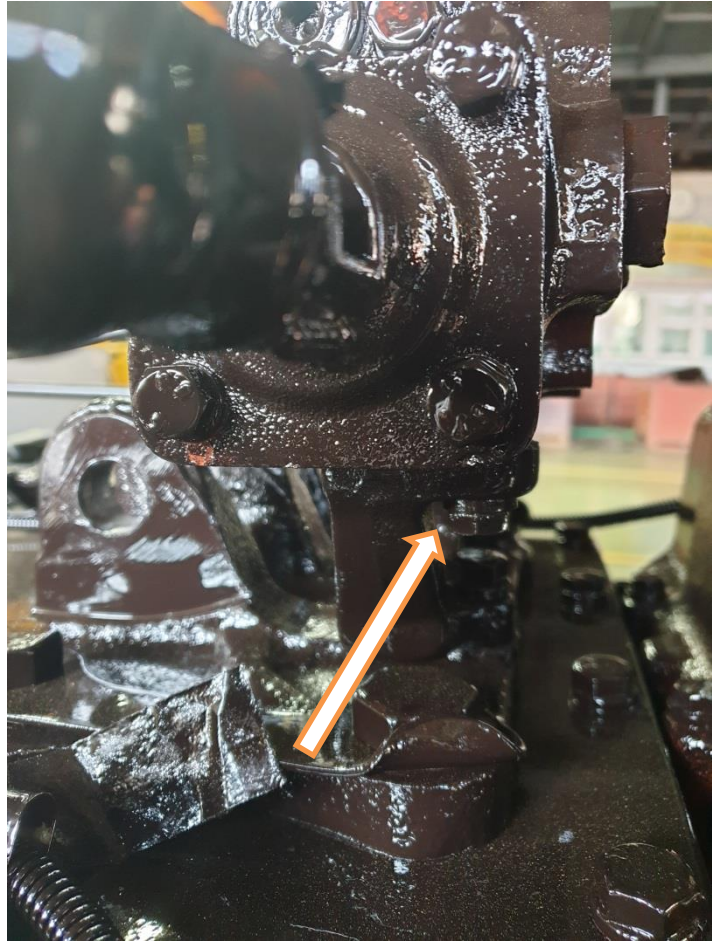
**Warehouse:** 2682 Highway 34, Hawkesbury, Ontario, K6A 2R2, Canada

**Tel:** 1-855-2GO-4MTZ (1-855-246-4689) **Fax:** 1-647 933-9066 **E-mail:** [info@mtzequipment.com](mailto:info@mtzequipment.com) **Web:** [www.mtzequipment.com](http://www.mtzequipment.com)



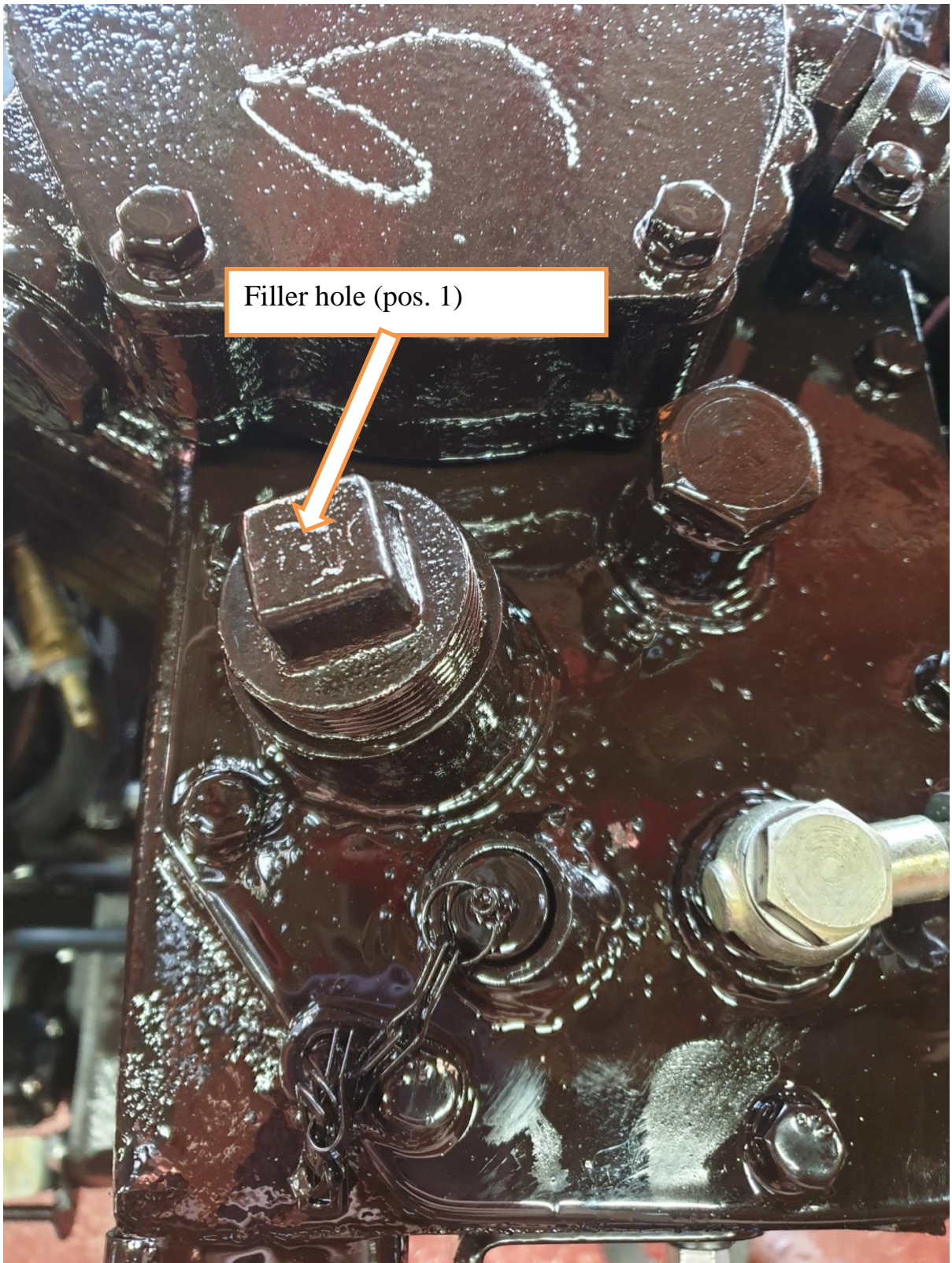


Picture 7



Picture 8





Picture 9

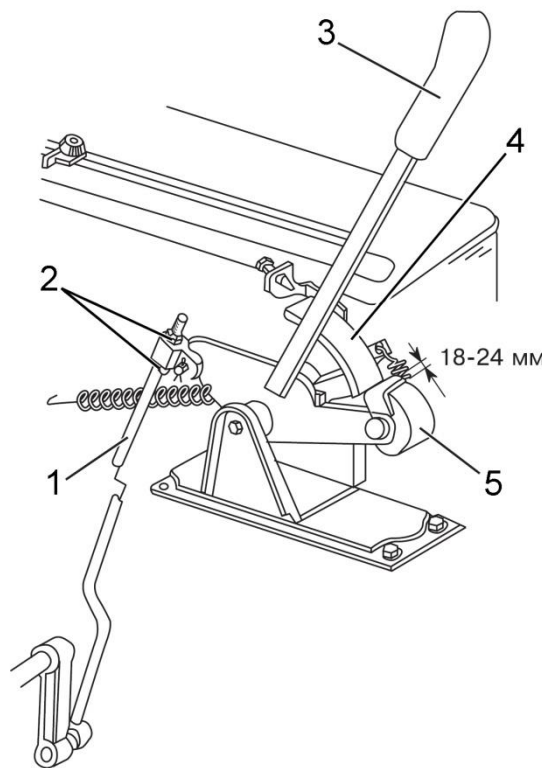
## Replacement of Draft Control

### 1.1 Adjustment of draft control linkage

- use nuts 2 (pic. 1) to adjust length of draft control linkage 1 so that at extreme rear position of lever 3 gap within 18...24 mm (0.7...0.95") between rubber roller 5 and end of sector 4 developed.

Important:

- you should hear noise of oil pump engaged at extreme rear position of lever 3.
- if force in rear direction isn't applied, the lever should steadily return to position of stop against the sector 4, when oil pump should be in disengaged position; you can't hear pump noise now.



1 – linkage; 2 – nuts; 3 – lever; 4 – sector; 5 – rubber roller

**Picture 1. Adjustment of draft control linkage**

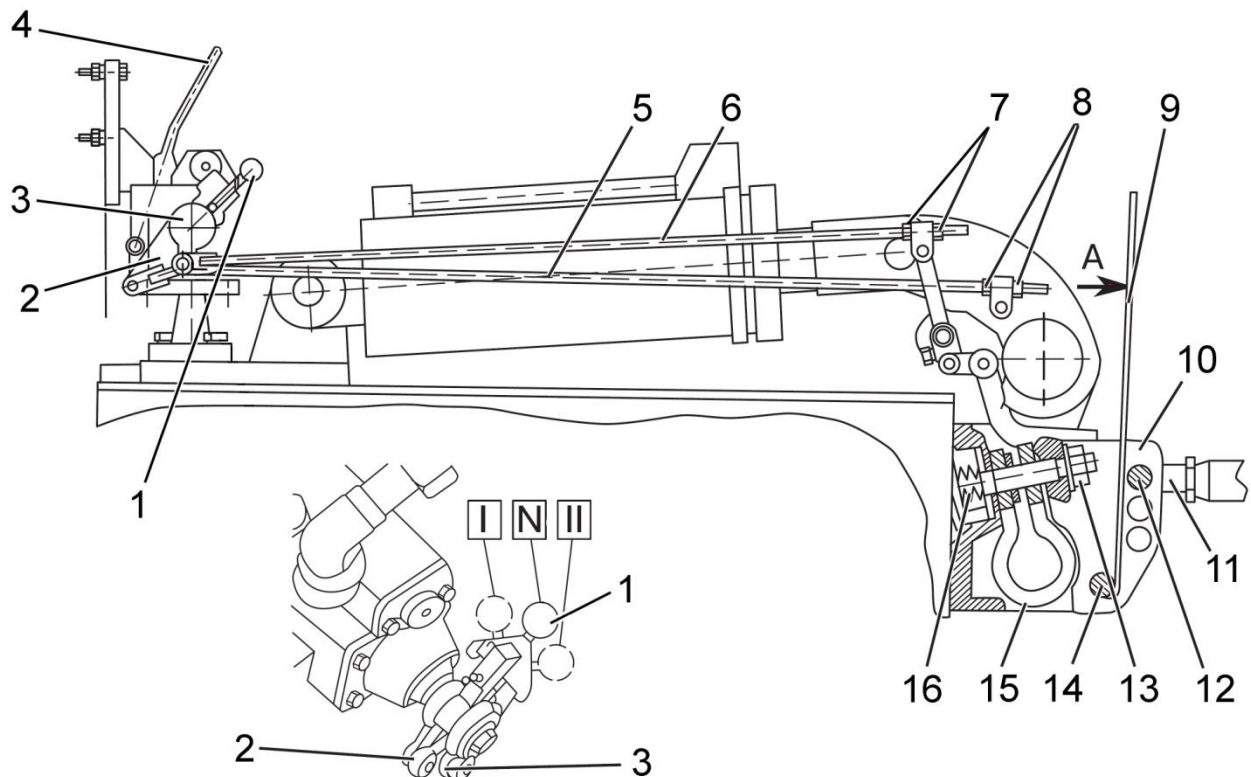


## 1.2 Adjustment of force sensor

- set switch 1 (pic. 2) in the mid position;
- remove the central linkage 11 off 3-point hitch, set pin 12 of the central linkage in upper hole of clevis 10;
- use additional lever 9 to turn the clevis around the pin 14 in direction of arrow **A** up to complete compression of springs 16. After removal of load off the lever clevis should return into initial position; with this stroke of sending unit, measured on movement of power linkage 6, should be not less than 11 mm (0,88");
- having been assured in good condition of sender unit, remove cotter pin of slotted nut 13, tighten it up to the beginning of contact (ramming) of sender unit springs, then tighten additionally until match of slots in nut with opening for cotter pin and fasten by the cotter.

## 1.3 Adjustment of position linkage

- Set the switch 1 (pic. 2) in mid position;
- lift 3-point hitch in upward most position;
- adjust length of linkage 5 in such way, that switch 1 could be freely engaged in slot of position lever 2; shorten linkage 5 on 1 revolution of adjust nut 8;



- 1 - switch; 2 - position lever; 3 - draft control lever; 4 - linkage; 5 - position linkage; 6 - draft control linkage; 7, 8 - adjust nuts; 9 - lever; 10 - clevis; 11 - central linkage; 12, 14 - pin; 13 - slotted nut; 15 - spring; 16 - springs.

**Picture 2 - Adjustment of draft control**

### 1.3 Adjustment of draft control linkage

Adjust draft control linkage after adjustment of force sensor:

- set switch 1 (pic. 2) in the mid position;
- using additional lever apply force which enables turn of clevis into extreme position in direction of arrow **A**;
- holding down arm in pulled position in direction of arrow **A**, check possibility to enter switch 1 into slot of power lever 3. If it isn't possible, adjust length of linkage 6 in such way, that switch 1 could be freely entered into slot of power lever 3;
- shorten linkage 6 by 1 revolution of adjust nuts 7.

In process of attaching agricultural equipment on tractor use of special additional lever for adjustment of power linkage isn't required. In that case it is enough to raise ag. machine over site surface whereon tractor is located, in which case mass of machine will create required stretching strain on power sensor through the central linkage. One should remember, that the central linkage should be set on upper opening of of the clevis of 3-point hitch. Ag. machine should be raised up to the moment of liftoff.