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Link do produktu: <https://www.specdiag.pl/case-ih-case-puma-cvt-130-145-160-p-882.html>



CASE IH - CASE Puma CVT 130 145 160

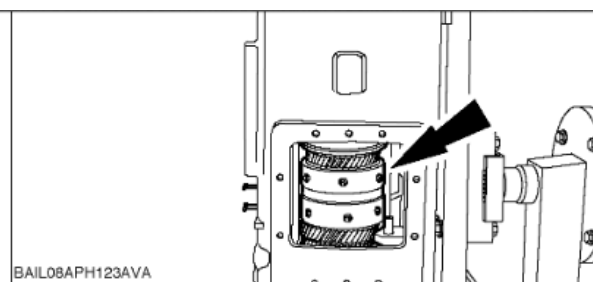
Cena

400,00 zł

Opis produktu

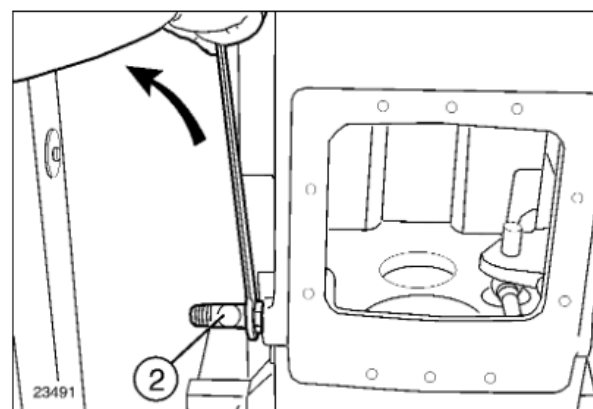
Instrukcje napraw do Case PUMA 130 CVT - 145
CVT - 160 CVT Tier IV

Case Service Manuals - dokumentacja
serwisowa Case IH - DTR



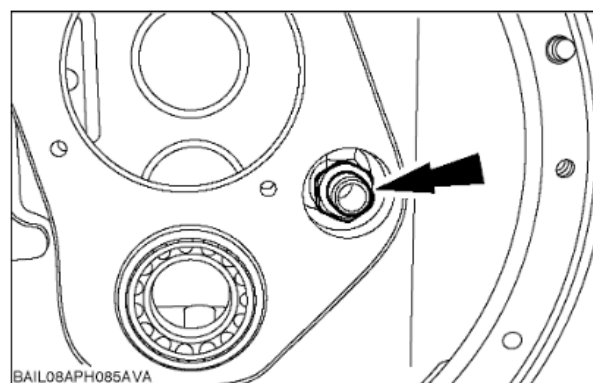
BAIL08APH123AVA 19

24. Remove the lubrication oil fitting (2) and retrieve the inner bush.



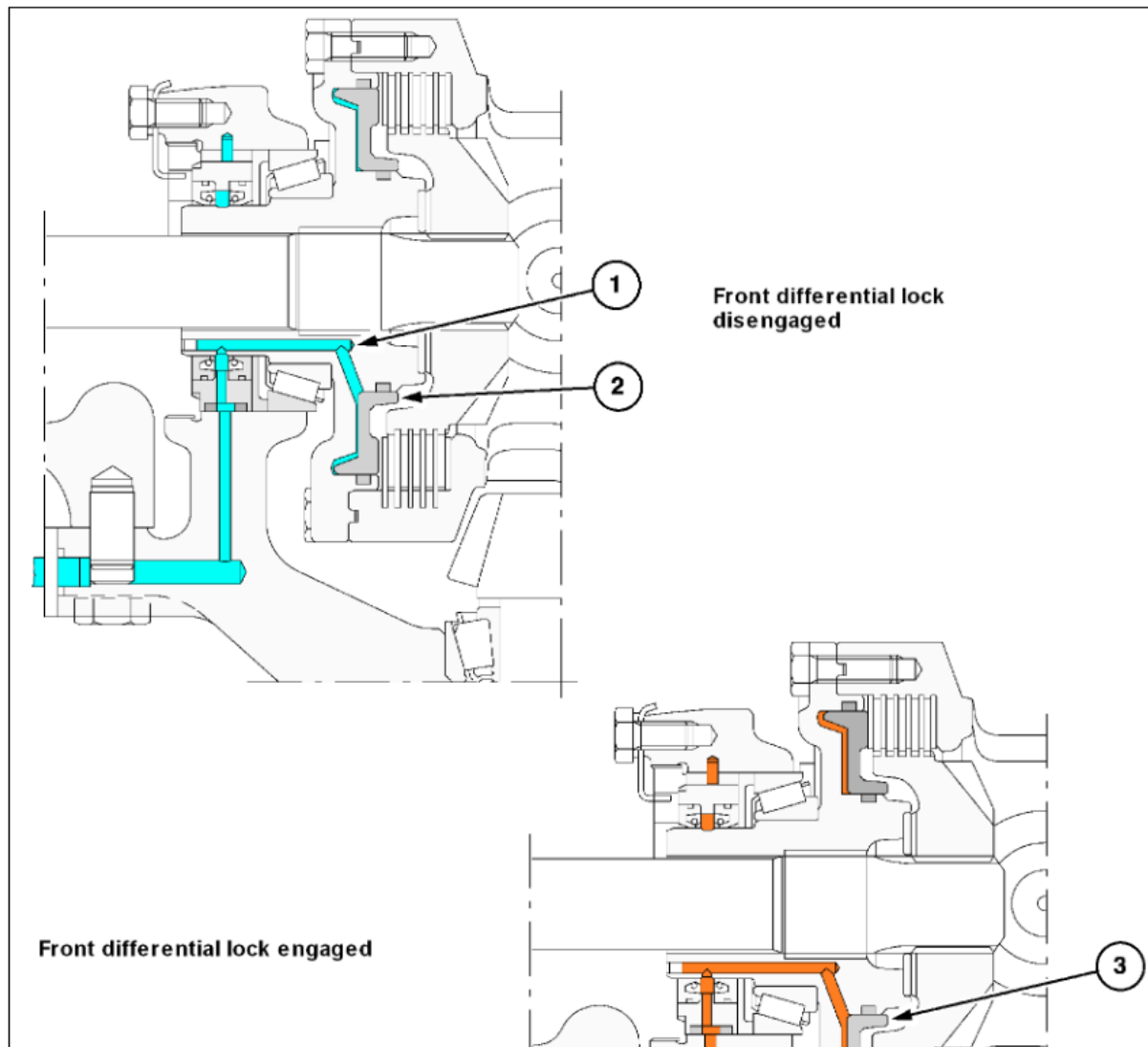
23491 20

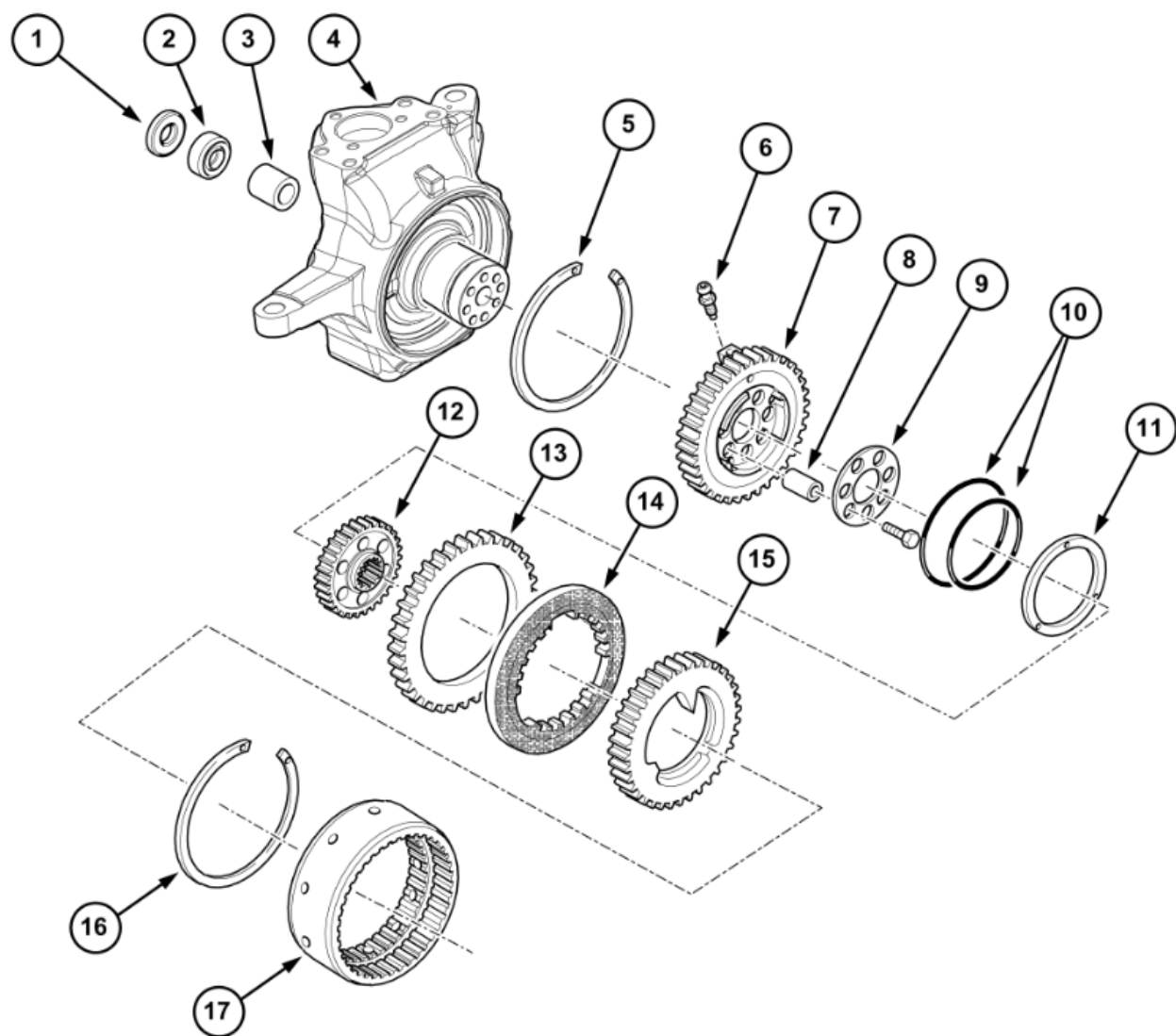
25. Remove the fitting from the housing and slide out the lubrication line from the inside of the transmission housing.



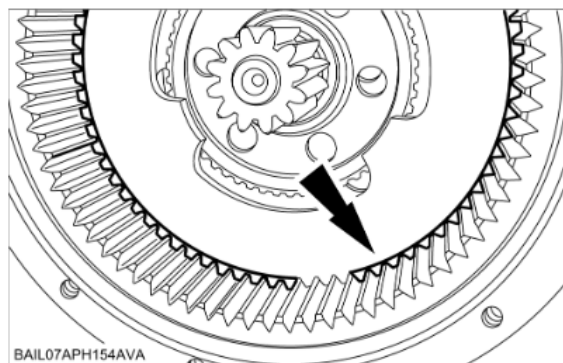
BAIL08APH085AVA 21

Differential lock - Dynamic description



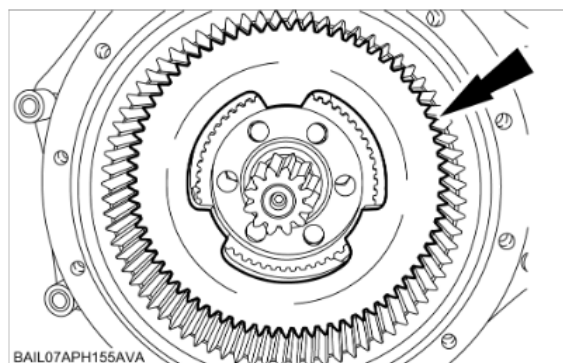


8. Remove the snap ring.



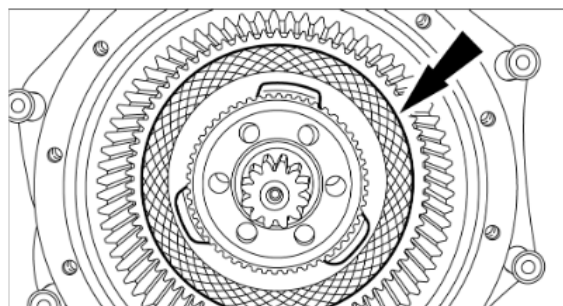
BAIL07APH154AVA 8

9. Remove the outboard steel brake disc.

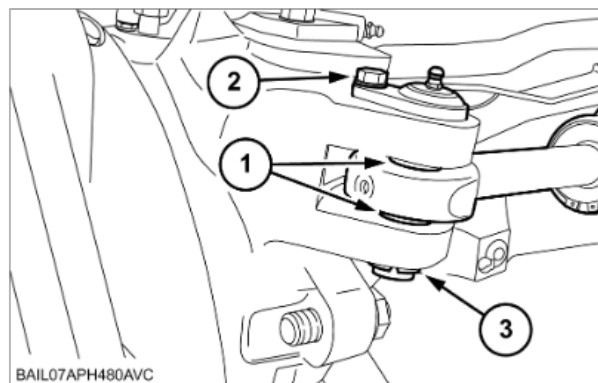


BAIL07APH155AVA 9

10. Remove the friction disc.

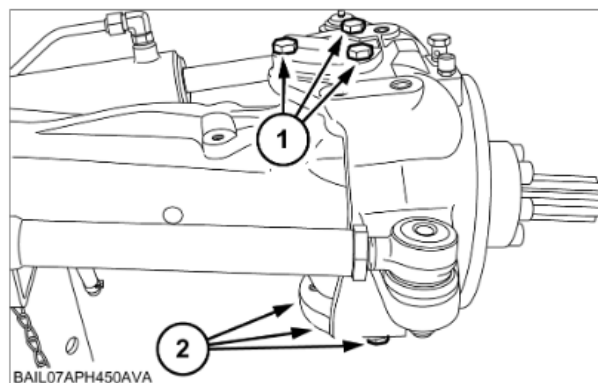


7. Install the steering cylinder pivot pin, making sure that the spacers (1) are installed as removed. Install the steering cylinder pivot pin retaining bolt (2). Install the circlip (3).



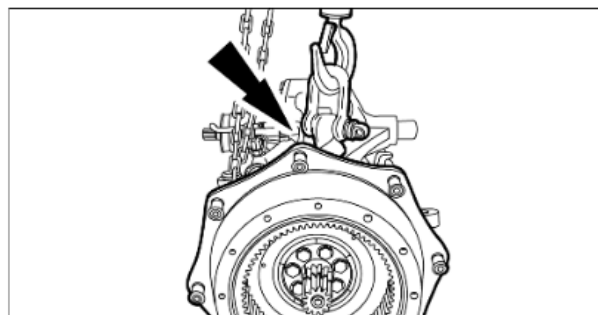
BAIL07APH480AVC 8

8. Tighten the upper and lower swivel pin retaining bolts to **130 Nm (96 lb ft)**.

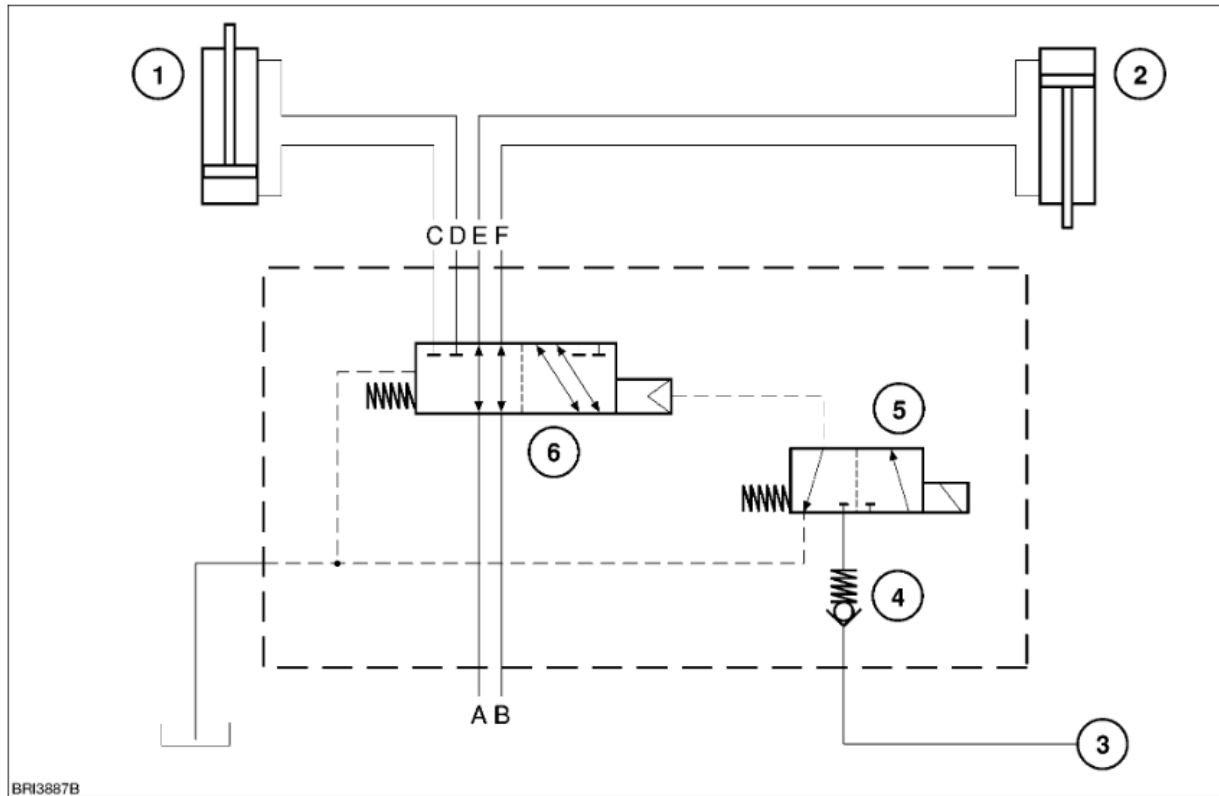


BAIL07APH450AVA 9

9. Remove the lifting equipment.



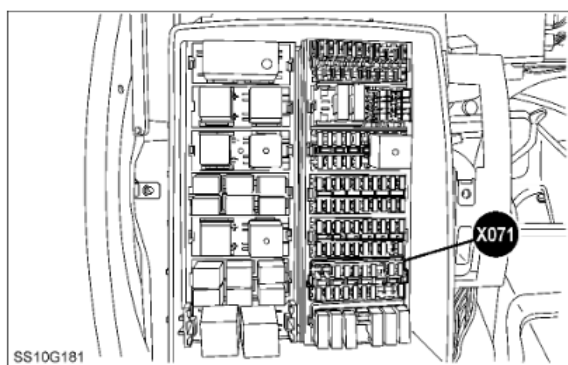
Top link - Hydraulic schema



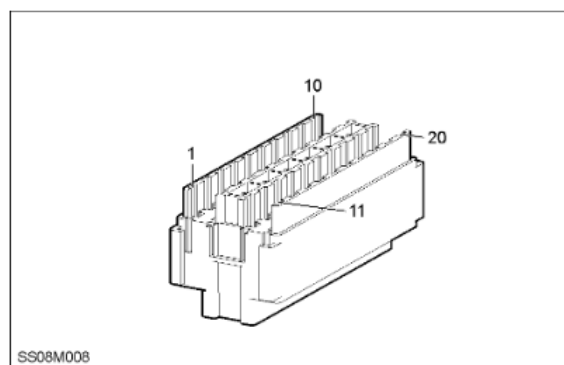
Hydraulic Adjustable Right Hand and Top link Schematic

8A	YE	1011	SUPPLY TO FUSES
8B	YE	1011	SUPPLY TO FUSES
10A	BR	6325	REVERSIBLE FAN OPTION - RELAY FEED
10B	YE	1011	SUPPLY TO FUSES
11A	BR	3031	EPB +12 HOT
11B	BR	150	BATTERY FEED (UNFUSED)(ALL)
12A	YE	160	BATTERY SUPPLY ELECTRONICS
13A	BL	7000	TRANS CONTROL SUPPLY
14A	GN	2050	PTO SUPPLY / DOG SUPPLY
14B	BL	160	BATTERY SUPPLY ELECTRONICS
15A	BR	5200	EDC VALVE SUPPLY
16A	PK	2250	PTO FRONT - SUPPLY
20A	RD	1	BATTERY SUPPLY
20B	RD	1	BATTERY SUPPLY

NOTE: For the wiring color code refer to, **Wiring harness - Identification (A.30.A)**.



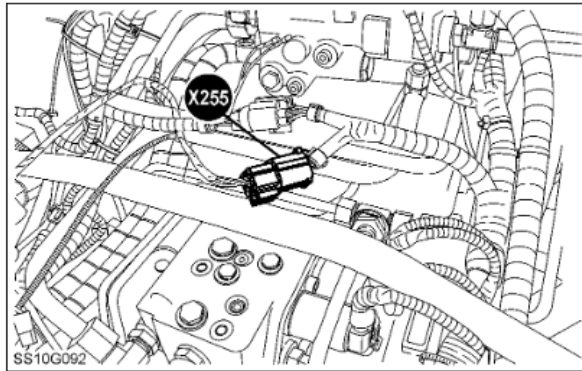
SS10G181 3



SS08M008 4

NOTE: For the wiring color code refer to, **Wiring harness - Identification (A.30.A)**.

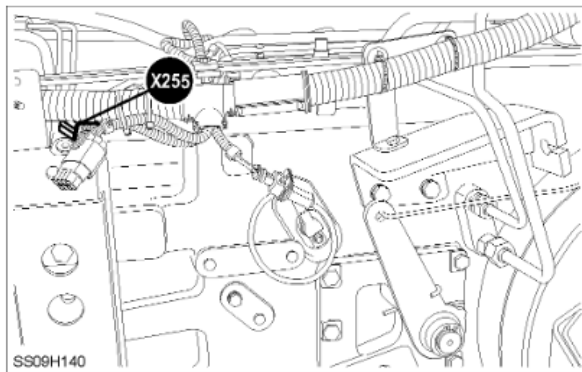
PUMA 130 CVX, PUMA 145 CVX, PUMA 160 CVX



SS10G092 9

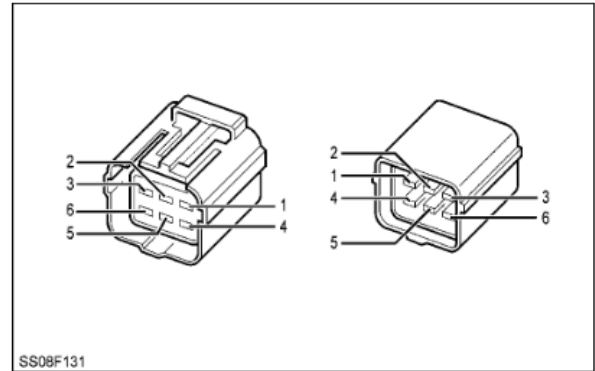
LEFT HAND TOP OF TRANSMISSION

PUMA 130, PUMA 145, PUMA 160

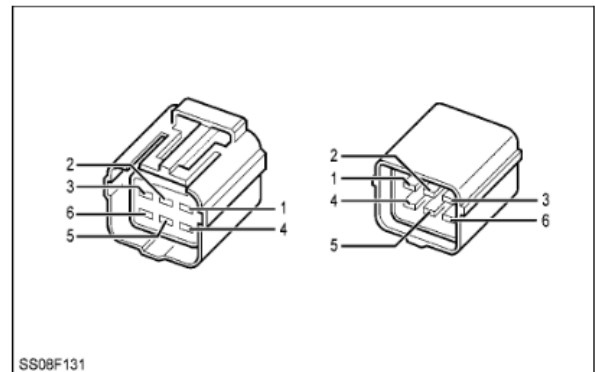


SS09H140 11

LEFT HAND TOP OF TRANSMISSION

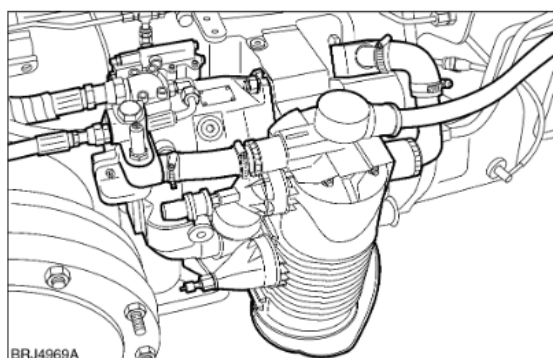


SS08F131 10



SS08F131 12

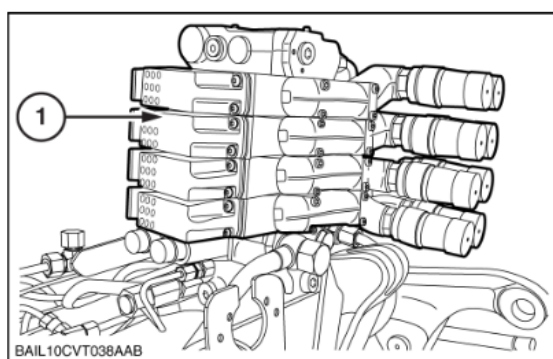
Figure 1 shows the variable displacement pump and filter assembly.



BAIL07APH323ASA 1

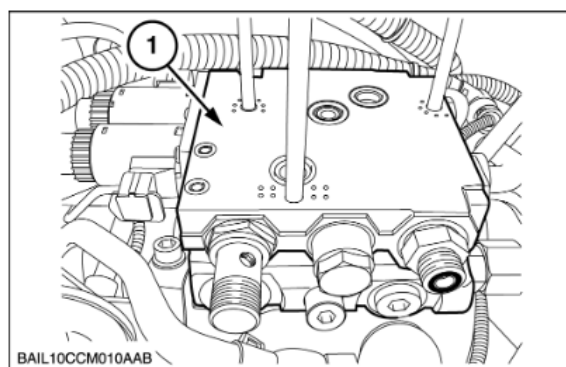
Closed centre remote valves .

There are two types of remote valves available for the closed centre system. Standard fitting are the mechanical remote valves operated via a cable from within the cab and optional are electro hydraulically operated valves, **(1)** Figure 2, which are operated by electrical switches and have their own in built processor to control oil flow via a solenoid valve.

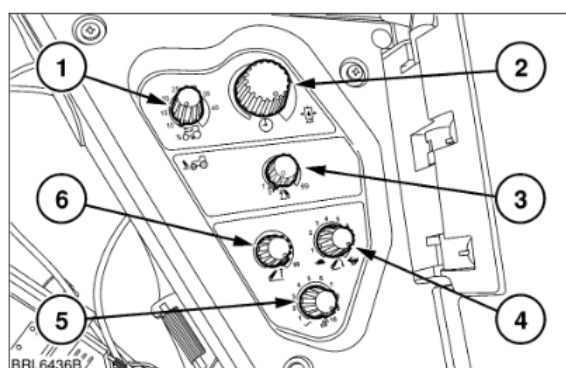


BAIL10CVT038AAB 2

The hydraulic lift Electronic Draft Control valve (EDC valve) is a stack type proportional solenoid operated valve **(1)** mounted with the remote control valves at the rear of the tractor. (Refer to **HITCH Electronic draft control - Static description (H.10.D)**)

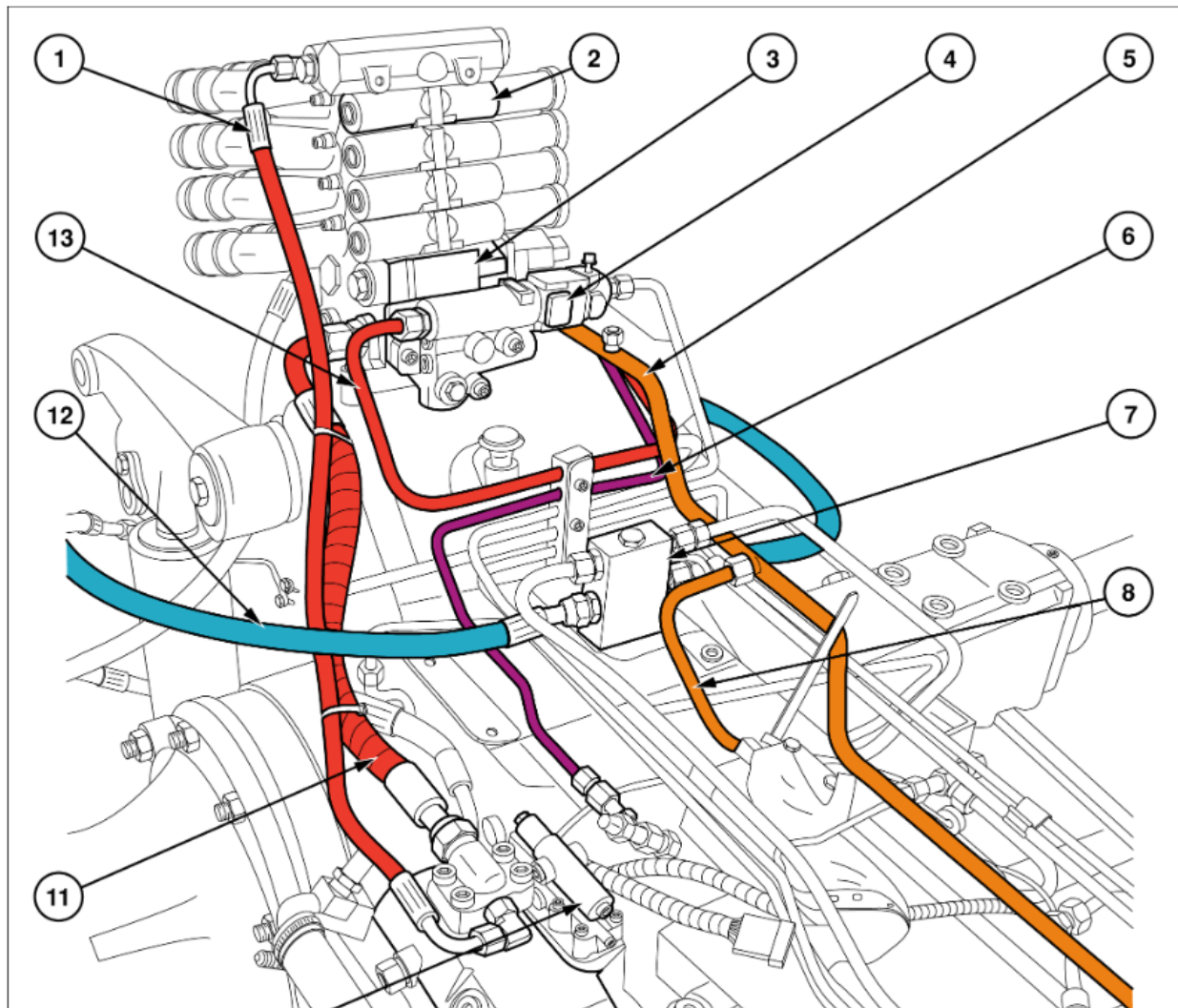


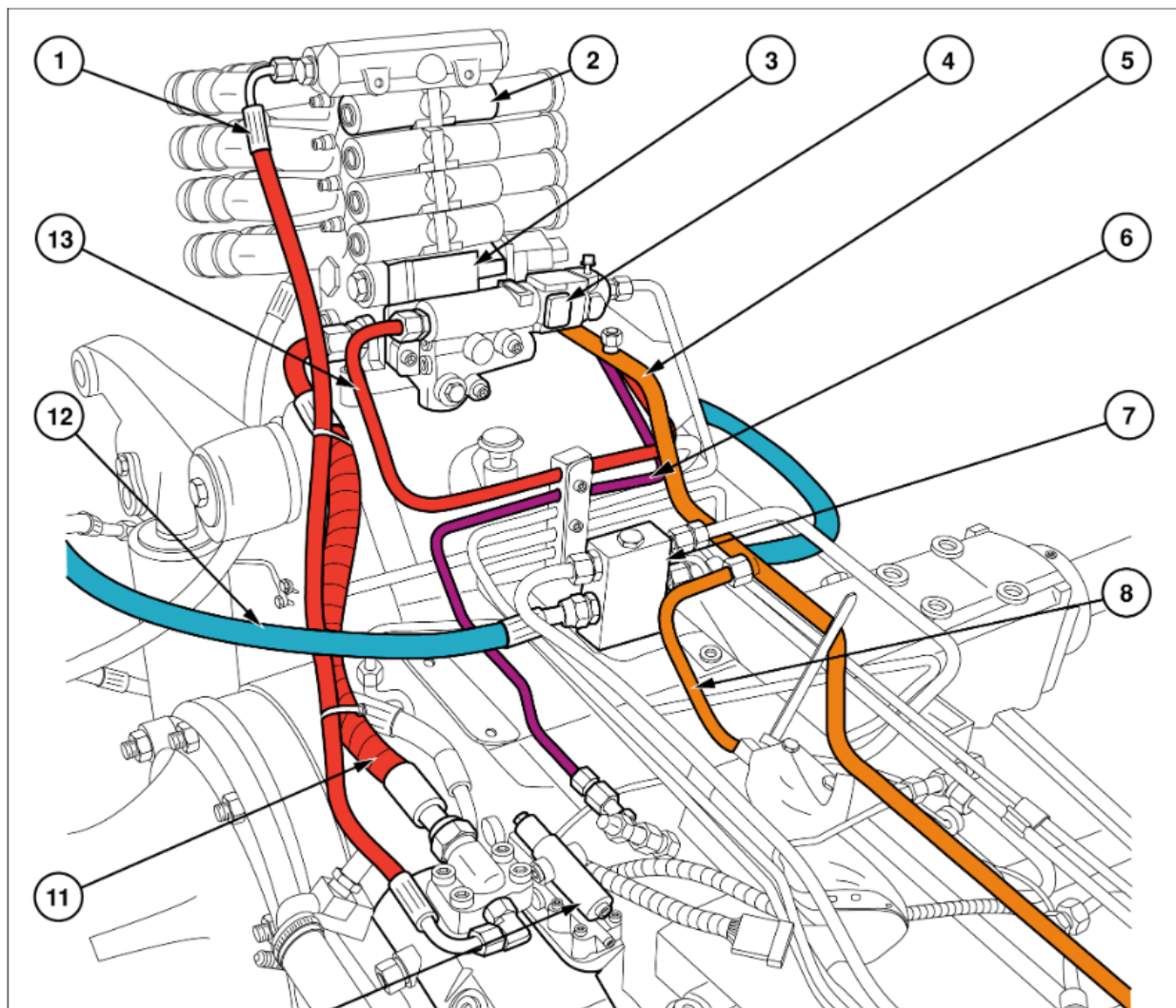
BAIL10CCM010AAB 3

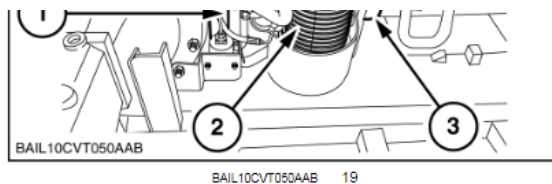


BRL6436B 4

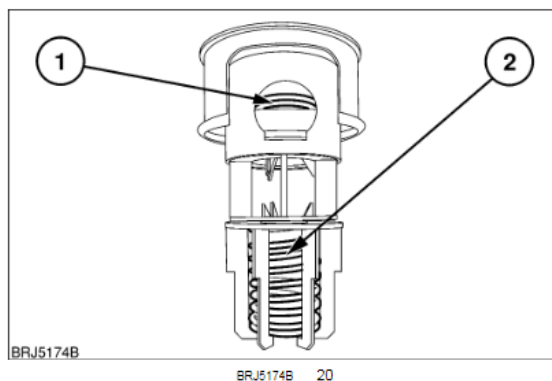
- | | |
|--|---|
| (1). Wheel slip control knob | (2). EHR Function control knob |
| (3). Front hitch height limit control knob | (4). Drop rate control knob |
| (5). Draft sensitivity control knob | (6). Rear hitch height limit control knob |





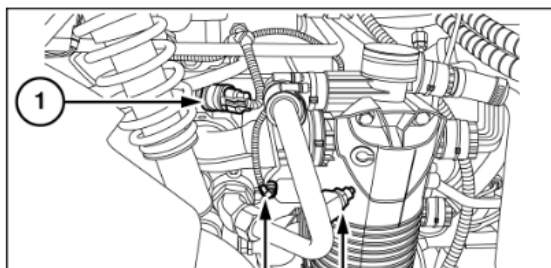


Two valves are located within the filter assembly cap. These are (1) the **0.8 bar (11.600 psi)** supplementary lube valve and the **3 bar (43.500 psi)** charge pressure bypass valve (2).



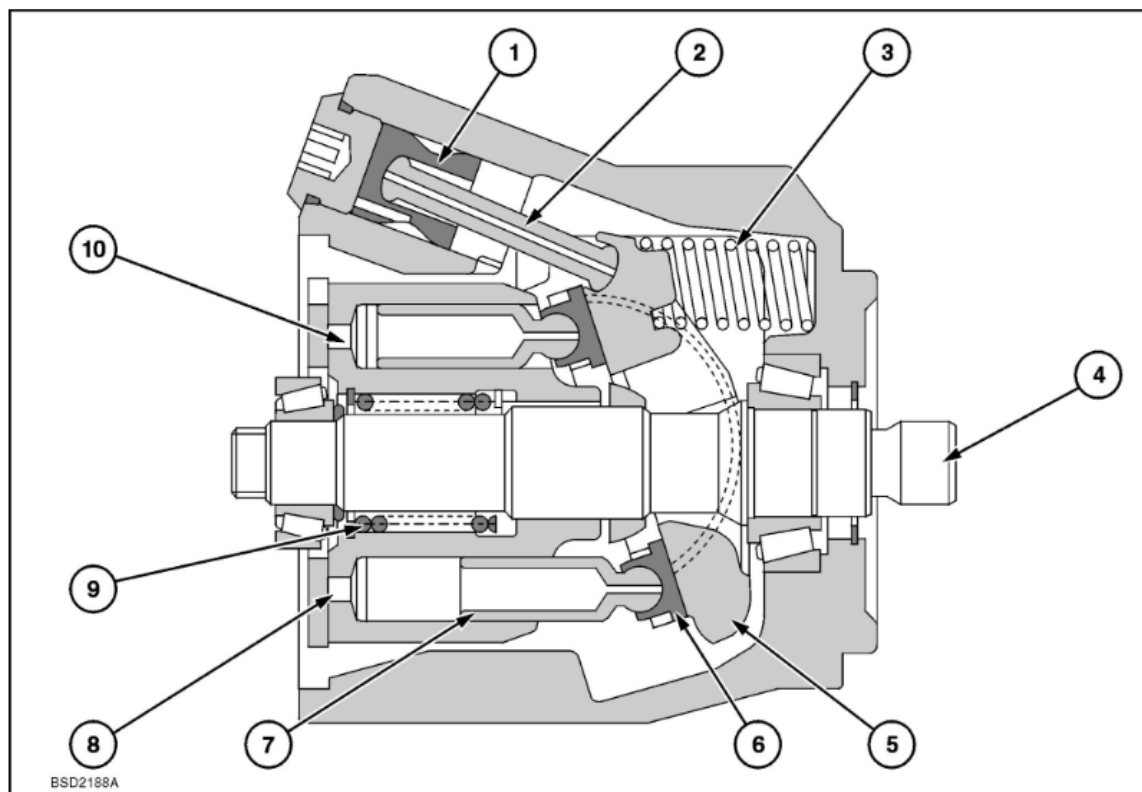
High Pressure Hydraulic System, Variable Displacement Pump (CCLS) - Electrical Switches

1. Low Charge Pressure Warning Switch
2. Intake Filter restriction (vacuum) Switch
3. Low Oil Temperature Switch



Hydraulic pump Variable displacement pump - Dynamic description

The operating principal of a variable flow piston pump is to provide oil flow on demand and minimise the engine power absorbed in driving the hydraulic pump when the hydraulic circuits do not require maximum pump flow. The variable flow piston pump in hydraulic systems therefore has distinct power loss advantages over fixed displacement gear type pumps, which continually provide oil flow and absorb engine power even when the hydraulic circuits do not require the total pump output.



bsd2188A 1

1.Stroke Control Piston
3.Swash Plate Return Spring
5.Swash Plate

2.Rod
4.Driveshaft
6.Slipper (Quantity 9)

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