FIG. 5: Reinstall the drain plug (1) (spanner 1½") once all oil has been drained from the transmission.

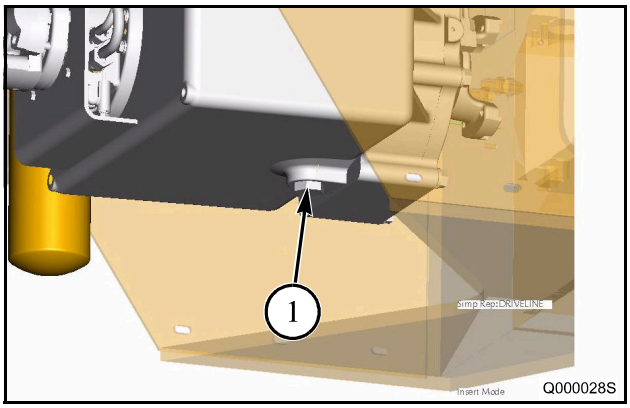

FIG. 5

FIG. 6: Apply a light coating of oil to the o-ring on the transmission filter. This will aid to create a tight seal.

Fill the transmissoin filter with AGCO 821XL (J20C) or equivalents.

Install the transmission filter (1) by hand. When the filer seal contacts the filter base, tighten the filter element by an additional turn of 270 degrees. Rotation marks are spaced at 90-degrees intervals. Use these rotation marks as a guide for proper tightening.

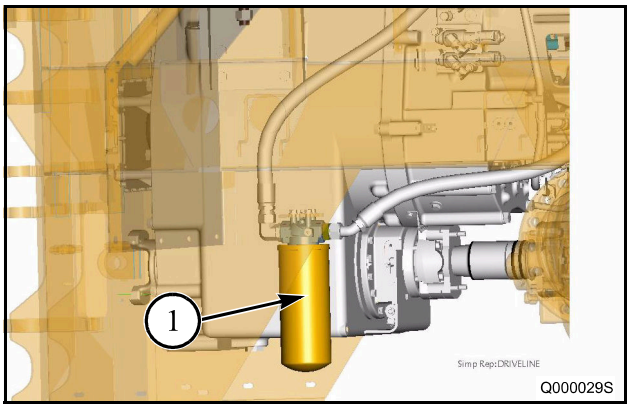

FIG. 6

FIG. 7: Refill the transmission with AGCO 821XL (J20C) or equivalents through the transmission fill tube (1). Check the level of oil with the dip stick (2), with a running engine

. The transmission will hold approximately 56,7 L (15 gal).

IMPORTANT: Do not overfill the transmission. Overheating of the transmission will occur, resulting in possible damage to the transmission.

Recalibrate the transmission and check for the proper oil level.

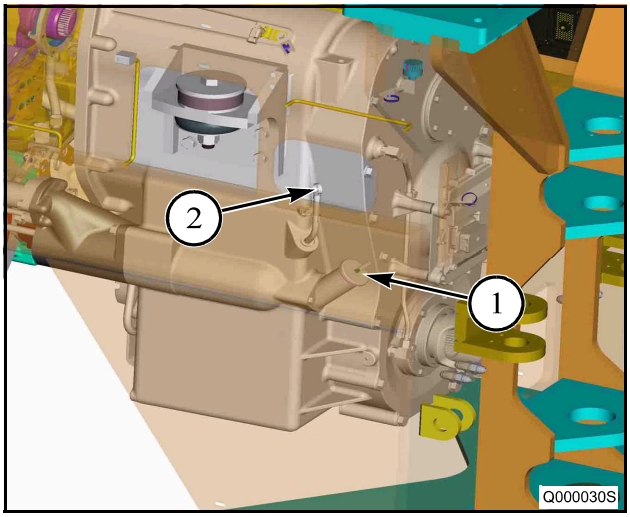

FIG. 7

TRANSMISSION CALIBRATION

IMPORTANT: Calibrate the transmission every 1000 hours of operation or annually. Also calibrate the transmission if shifting problems appear.

Calibration

IMPORTANT: Before starting calibration procedure, park machine in area open on all sides of machine. Do not park in front of a building, vehicle or group of people when performing this procedure. Never leave operator station during calibration.

In order to start calibration the transmission oil temp must be within 60°C to 65°C (140°F to 150°F), the park brake must be on and the RPM's must be set at 2100 or above.

FIG. 8:

Calibration can be entered by pressing all three buttons on the display at the same time for 3 seconds. First there will appear a radar calibration menu. Exit this menu by pressing "ESC", then the transmission calibration menu will come up to confirm that the operator wishes to start. To start calibration, select "YES". To exit back to normal operation select "NO".

Once calibration has been started the display will show the current status of calibration. If calibration cannot be completed a reason will be displayed, and the display will revert back to normal operation. If calibration is successful the display will show a completed status and resume normal operation.

FIG. 8

Calibration Process

During the calibration the TCU will activate one by one all the solenoids. The TCU adjust the length of stroke of the solenoids to the point the clutch will be engaged. Every solenoid can have a different stroke length.

If the length of stroke is not correct, shifting will be very tough. This will decrease the lifetime of the transmission.