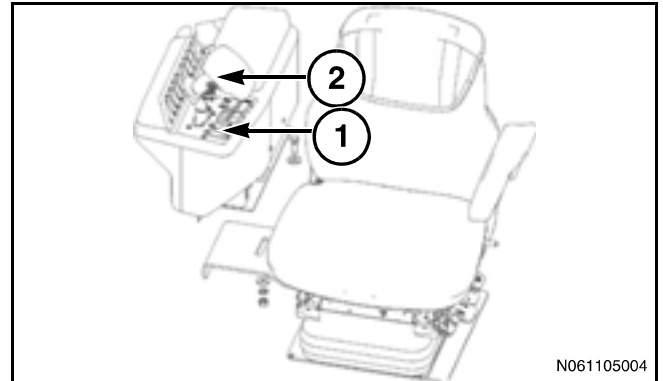


# FRONT WHEEL ASSIST

## Enable Switch and Forward/Neutral/Reverse Switch

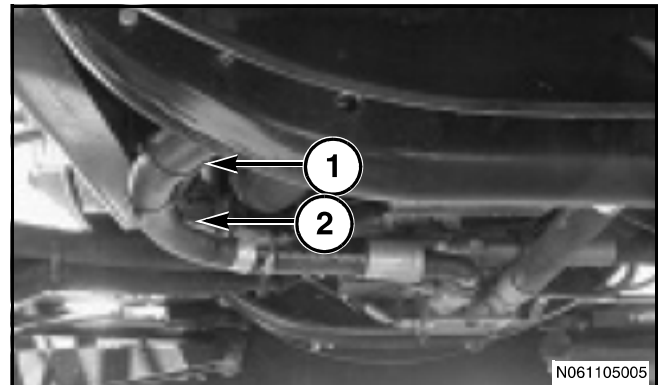
**FIG. 3:** The TCU also receives signals from the enable switch (1), located next to the transmission display, and the Forward/Neutral/Reverse (FNR) (2).



**FIG. 3**

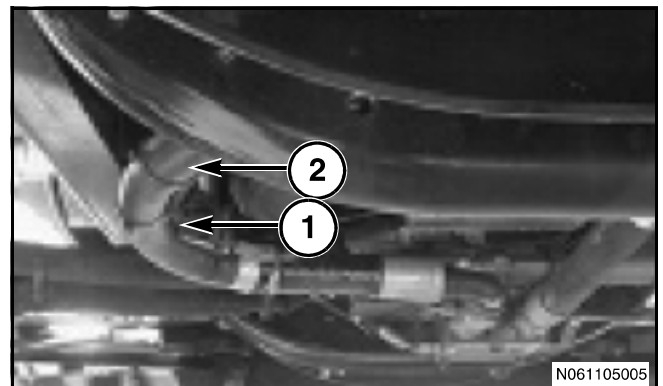
## Diode Pack Before FWA Bypass Coil

**FIG. 4:** This diode pack (1) is attached to the FWA bypass coil and prevents back feed of power between the forward and reverse signals. It is located approximately sixteen inches from the main control valve next to the 3x3 splice pack (2).



**FIG. 4**

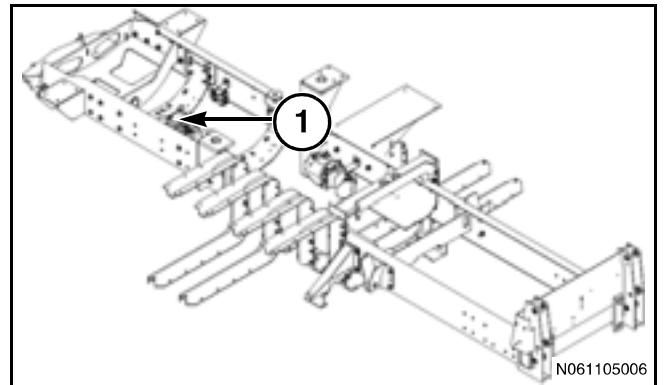
**FIG. 5:** The 3x3 splice pack (1) is a six pin connector in which pins 1, 2, and 6 are connected and pins 3, 4, and 5 are connected. It is located approximately sixteen inches from the main control valve next to a diode pack (2).



**FIG. 5**

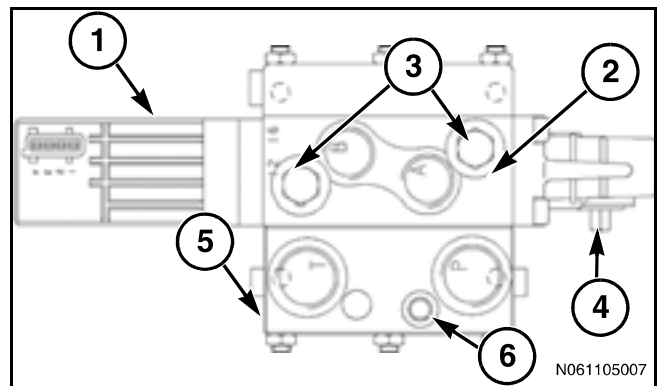
## Control Valve

**FIG. 6:** The TCU sends signals to the control valve (1) mounted on the front frame cross member.



**FIG. 6**

**FIG. 7:** This valve consists of three separate sections. There is an electric solenoid unit (1) that receives the signals from the TCU. The electronic solenoid unit is attached to the output section (2) of the block. This section consists of a load shuttle, a pair of anti-cavitation check valves (3), and a pair of orifices. There is also a manual override (4) located on the end of this section. The third section is another hydraulic block (5), which receives hydraulic oil from the pump through the P port. This section also consists of a system relief valve (6) set at 300 BAR (4350 psi).



**FIG. 7**