

Models: 3165, 3184, 3185, 3186, 3205, 3206, 3208, 3225, 3235, 3240

Date: September 10, 2001

Subject: CRUISE CONTROL ADJUSTMENTS

All Series 3000 tractors are equipped with cruise control located to the left of the steering wheel. The cruise control is engaged mechanically by pushing the cruise control lever downward while traveling at the desired forward speed. Refer to the Operator's Manual for additional information on operating the cruise control. NOTE: The cruise control may disengage when driving the tractor over rough terrain, ruts, holes, etc. This is normal and does not indicate a problem with the cruise control.

The following describes the steps necessary to visually check and properly adjust the cruise control. IMPORTANT: It is necessary to remove fender assembly to perform this procedure.

Step 1. Fender Assembly Removal

- Slide the seat back and remove the front two pan torx head screws.
- Slide the seat forward and remove the rear two pan torx head screws.
- Pivot the seat assembly to the side and disconnect the seat safety switch.

NOTE: Be careful not to scratch the fender with the seat support brackets. It is advisable to use a towel or cloth under the seat when pivoting the seat.

- Remove the seat from the tractor.
- Remove all the hex bolts securing the three foot pedals to the right side of the tractor.
- If equipped, remove the hex bolt securing the differential lock out pedal on the left side of the tractor. Remove the "E" clip and the nylon flange bearing from the pivot shaft.
- Remove both rubber floor pads from the running boards.
- Lift the hood and remove the battery cover.
- Remove both side panels from the tractor by raising the latches horizontally and turning the latches 1/4 turn.
- Loosen all four plastic wing nuts holding the dash panel screen in place.
- Pull the dash screen towards the rear of the unit and out of the dash panel.
- Remove all running board hex bolts from the tractor.

NOTE: There are two bolts fastening the running boards to the frame where the foot pads connect and there are two bolts fastening the running boards to the dash panel.

- Remove the fuel cap.
- If equipped, remove the tail light sockets from the tail light assemblies by pushing in on the sockets gently and twisting a 1/4 turn.

NOTE: When pulling the sockets out of the tail light assemblies, it is very important to make sure the light bulbs come straight out, or the light bulbs will fall into the tail light assemblies. Also, note the color of the wires for reinstallation. The white wires go to the reverse lights.

- Raise the rear fender high enough to access the hydraulic lift handle clamp.
- Loosen the clamp connecting the hydraulic lift handle to the center lift valve.
- Remove the lift handle from the tractor through the slot in the flap.

NOTE: If the lever is not removed at this time, damage may occur to the lift knob.

- Raise and remove the fender assembly.
- Reinstall the fuel cap.

Step 2. Visually inspect the following areas as described and correct if needed.

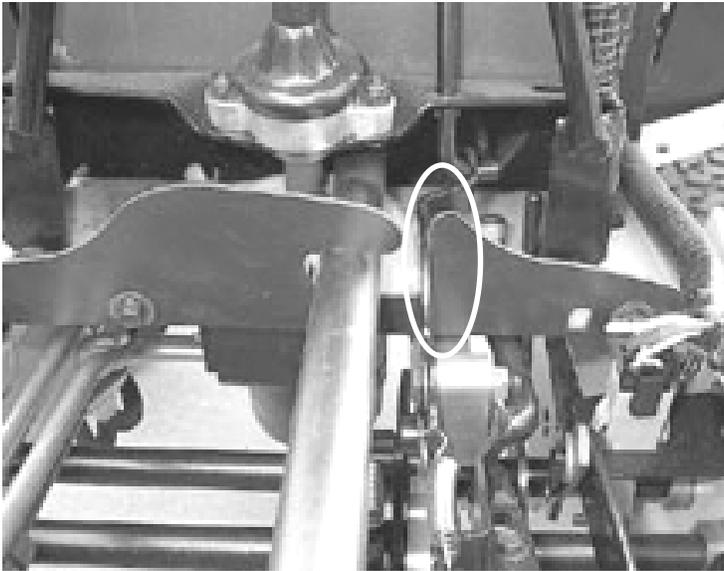


Figure 1

Inspect the intake flap for contact with the rod adjustment bracket in the engaged position. See figure 1. If any contact is observed, trim the rubber flap as needed to allow for operational clearance

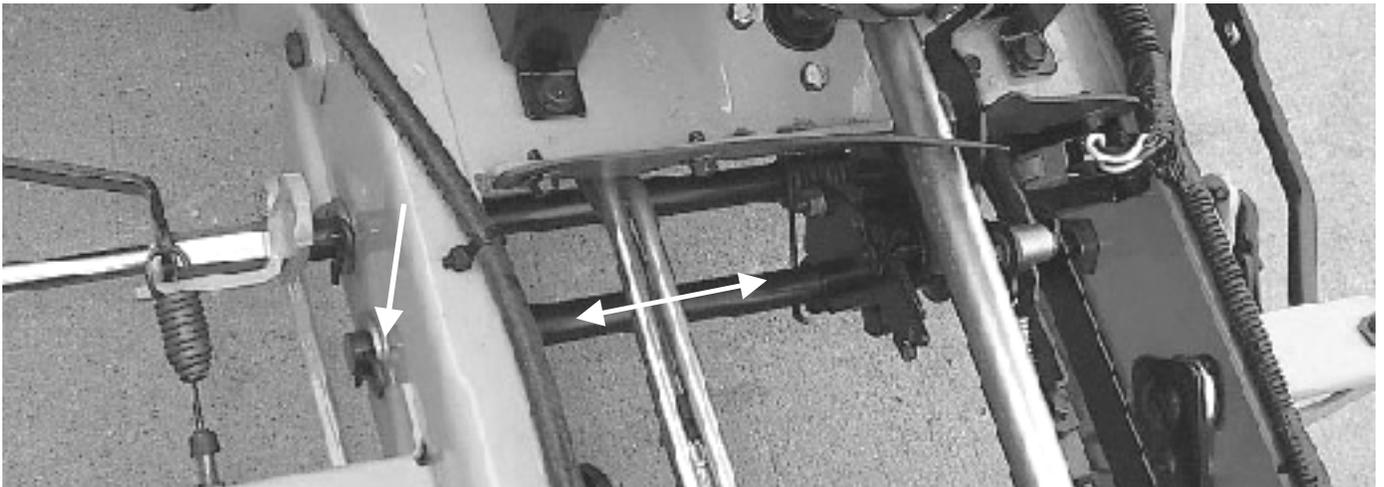


Figure 2

- Grasp the pedal shaft assembly and try to move it side to side. See figure 2. If any excessive side to side movement is noted, remove the cotter pin from the left side of the shaft and install either wave washer 736-0621 or flat washer(s) 736-0287 between the cotter pin and frame bushing to reduce the side to side play. Verify the shaft is free to pivot after the installation of any washers. **THERE SHOULD BE NO BINDING OF THE SHAFT ROTATION!**
- Inspect the cruise latch and the cruise plate for any damage to the engagement teeth. If any damage is evident, replace damaged parts as needed. See figure 3 on next page.
- Inspect the pedal shaft and cruise rod assembly for excessive paint buildup in the areas of cruise latch pivot point and the cruise plate pivot point. See figure 4 on next page. Remove any paint buildup from the areas and apply a light coat of anti-seize to prevent rusting and binding of the components.
- Make sure the cruise lever is firmly seated against the dash panel as shown in figure 5 on next page by lightly lifting up on the lever. If any movement observed or a gap is noted as shown in figure 6 on next page, the rod adjustment bracket will need to be adjusted in step 3. Also make sure the cruise lever is free to move and does not bind against the dash panel in any area. Carefully remove any material that may cause a bind if any is evident.

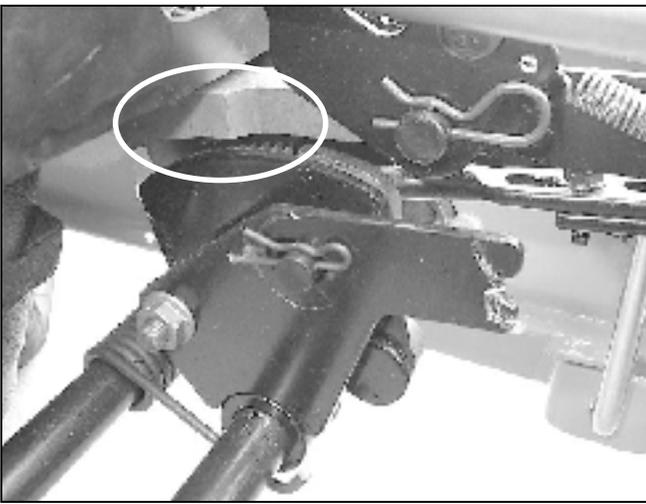


Figure 3

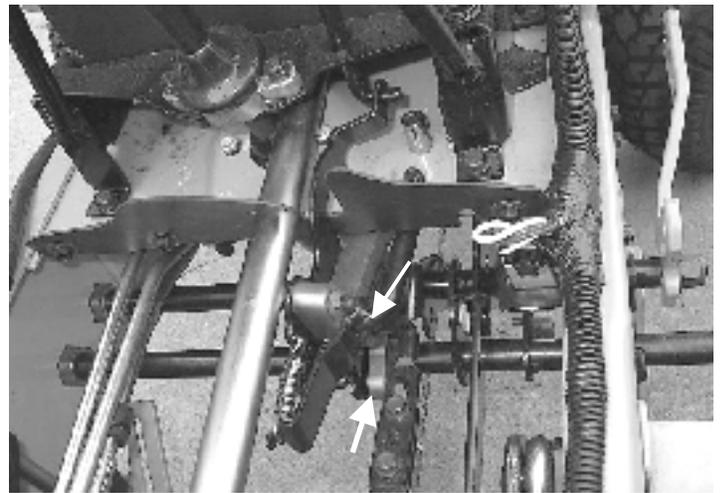


Figure 4



Figure 5

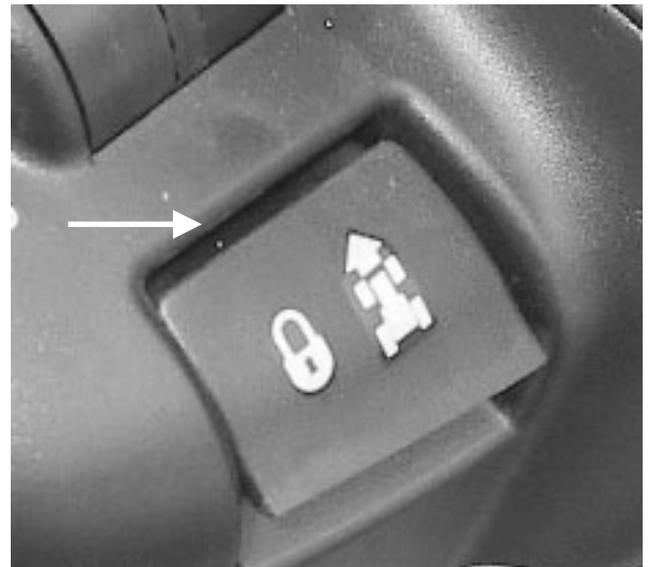


Figure 6

- Inspect the slot in the pedestal where the cruise control rod passes through. See figure 7 on next page. If any binding or contact of the rod occurs against the slot, carefully “open up” the slot with a die grinder or file. There are “nubs” formed into the cruise control rod below the pedestal level, remove these “nubs” with a die grinder or file to reduce the possibility of contact with the pedestal.
- Inspect the disengagement plate for paint buildup on the uppermost surface. See figure 8 on next page. Remove paint from this surface if present.
- Make sure that all pivot bushings and linkage components are mechanically intact. Make the repairs as needed before performing the following adjustments in step 3.

Step 3. Once all the above inspections and corrections have been accomplished as needed, the following steps should remedy most cruise control issues:

- Loosen the (2) bolts 710-0642 (1/4-20 x .75) that secure the cruise rod assembly to the frame. See figure 9 on next page.
- Adjust the cruise latch 748-3060 side to side for proper alignment with the cruise plate 748-3080.

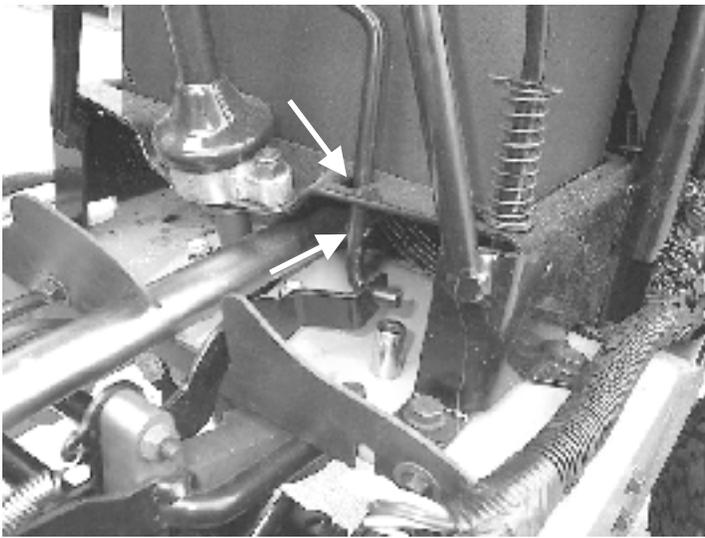


Figure 7



Figure 8

- SNUG the forward most bolt and verify that the cruise rod assembly has not pivoted to misalign the teeth of the cruise latch and cruise plate. The entire width of the tooth must make contact.

- Tighten the rearward bolt and then tighten the forward bolt. Verify the cruise rod assembly has not pivoted out of position during this step. The cruise latch teeth **MUST** remain parallel with the cruise plate teeth.

- Loosen bolt 710-0106 (1/4-20 x 1.25) and lock nut 712-3027 (1/4-20) that secures the rod adjust bracket 703-3020 to the cruise latch. See figure 9. Lift the rearmost end of the rod adjust bracket until the cruise lever contacts the upper surface of the opening in the dash panel. See figure 5. Hold the rod adjust bracket in this position and lower the cruise latch. The cruise latch teeth should clear the cruise plate teeth by about .020 to .030. Tighten bolt and nut securely.

- Set the cruise control and visually confirm that the cruise latch teeth are engaging to full depth into the cruise plate teeth. Readjust the rod adjust bracket if the teeth will not engage to full depth.

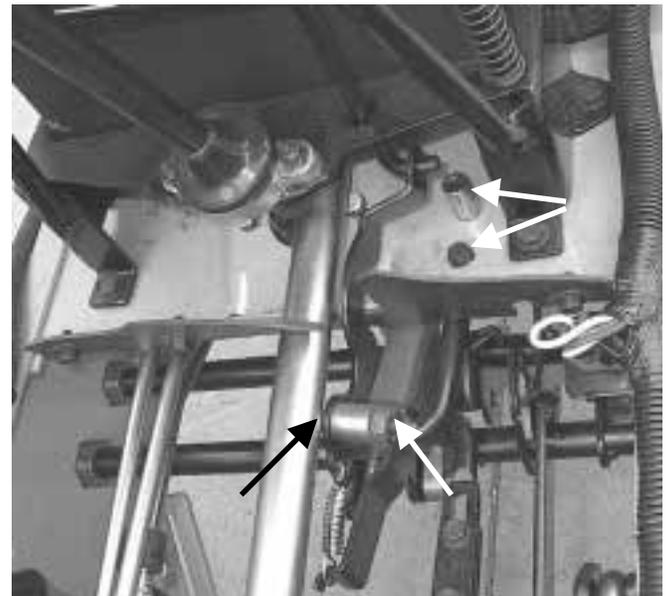


Figure 9

- Inspect for any binding of the linkages and components.

- Test the operation of the cruise control and the brake interlock before starting tractor.

Disengage the cruise control using one the of following methods:

- Depress the brake pedal.
- Lightly depress the forward control pedal.
- Lift the cruise control lever upward.

- Reinstall the fender assembly in reverse order. Note: Make sure the forward and reverse pedals operate freely. Make sure the brake pedal returns to the fully rearward position when released.

- Drive tractor to ensure proper operation.

WARRANTY: NONE Service Advisory CC-415 is being released for information.

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