

John Deere 870G, 870GP, 872G, 872GP (SN.634380-656507) Motor Grader Diagnostic Service Manual (TM12143)



410G Backhoe Loader
Diagnostic

OPERATION AND TEST MANUAL
Backhoe Loaders models 410G
TM1881 22 DEC 15 (ENGLISH)

For complete service information also see:

410G Backhoe Loader Repair	TM1882
Alternators and Starting Motors	CTM77
Front Wheel Drive Axles, AS and MS-Series	CTM4687
Series 300 - 3179,4239,6359,4276,6414 Diesel Engines	CTM4
PowerTech 4.5L & 6.8L Diesel Engines with Level 12 Electronic Fuel System With Stanadyne	CTM331
Super Caddy Oil	
PowerTech 4.5L and 6.8L Diesel Engines	
120 Series Hydraulic Cylinders	CTM114319
120 Series Hydraulic Cylinders	CTM109319
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PowerTech 4.5L & 6.8L Diesel Engines Tier 1/Stage I, Tier 2/Stage II, Tier 3/Stage IIIA, Tier 3/Stage IIA Tier 3/Stage III, (Base Engine)	CTM104

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Compatibility: Windows/Mac/Tablet/Mobile

This service manual contains important information for the maintenance, troubleshooting and servicing of the **John Deere 870G, 870GP, 872G, 872GP (SN.634380-656507) Motor Grader Diagnostic Service Manual (TM12143)**

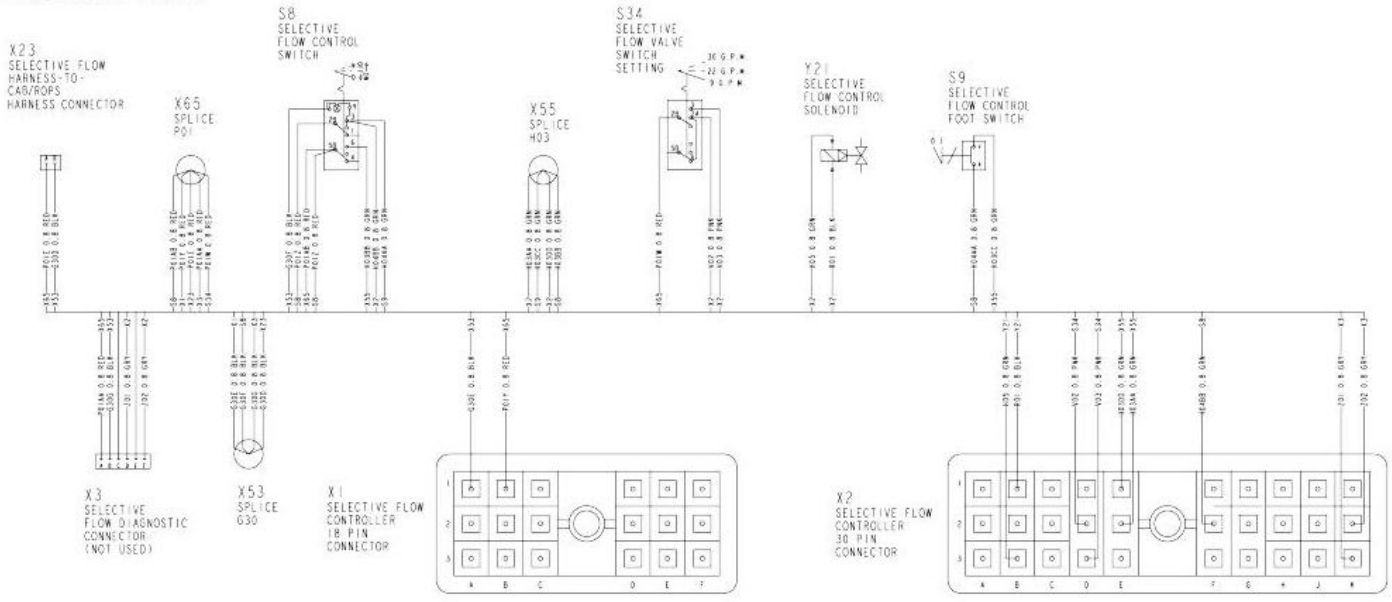
In this manual you will find detailed specifications, illustrations, schematics, diagrams and step-by-step procedures to properly service and diagnose the machine to the manufacturer's standards.

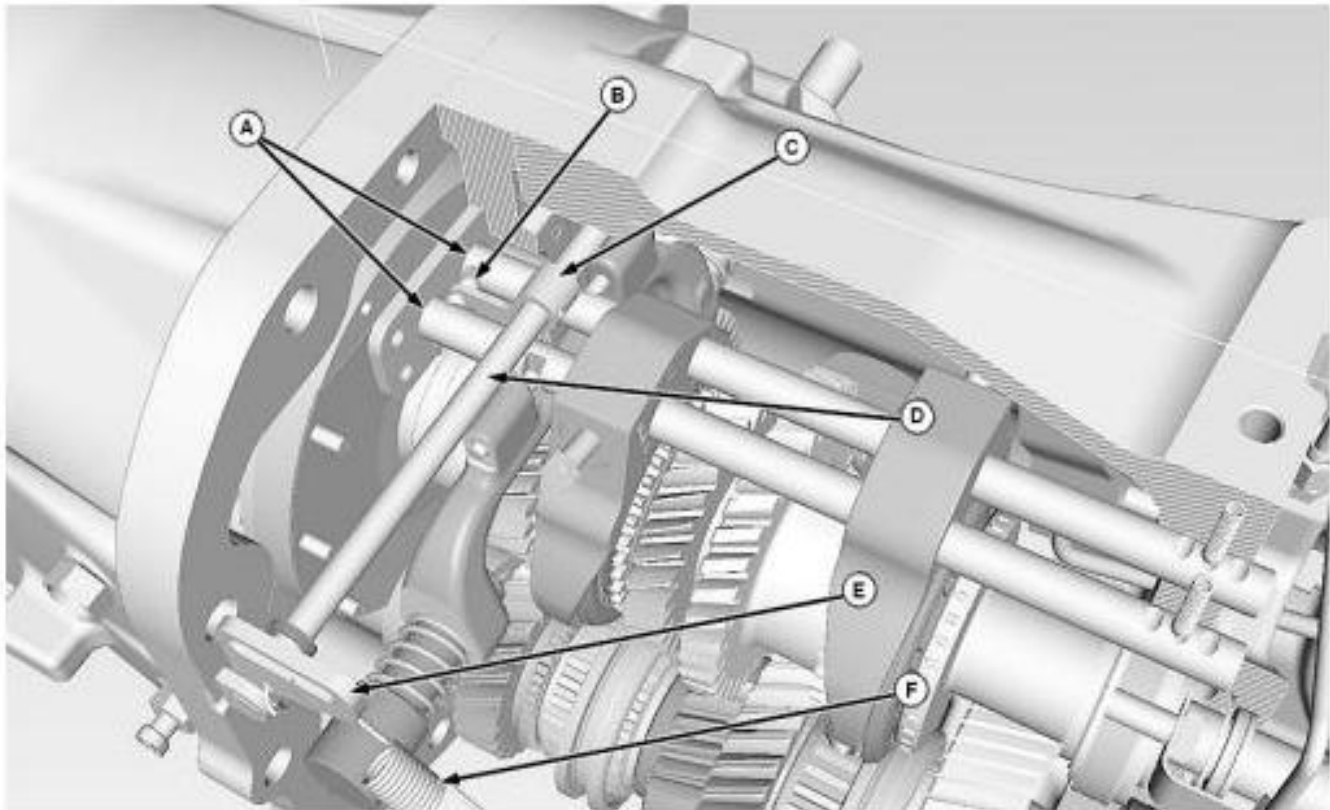
Contents:

- General Information
- Specifications
- Serial Number Location
- Engine Specifications
- Engine Diagnostics
- Engine Tests and Adjustments
- Engine Repair
- Power Train
- Transmission
- Axles
- Differential
- PTO
- Hydraulic System
- Electrical System
- Electrical Tests and Diagnostics
- Wiring Diagram / Schematic
- Ignition and Charging
- Steering
- Brakes
- Wheels
- Operator's Platform
- Body Panels
- Disassembly and Assembly
- Diagnostics, Tests and Adjustments
- Troubleshooting
- and much more...

Please note this manual is in **downloadable PDF format only**. If you have any questions about this product or would like to request sample pages, please contact us and reference the product name or SKU.

Selective Flow Harness (W17) Wiring Diagram (— S.N. 951254)





Clutch Interlock

LEGEND:

A	Shifter Rails
B	Interlock Balls
C	Interlock Actuator
D	Shaft
E	Interlock Lever
F	Interlock Spring

The function of the clutch interlock system is to prevent shifting of the transmission speed gears when the clutch pedal is not sufficiently depressed.

When the clutch pedal is sufficiently depressed, the clutch interlock is released and allows shifting of the transmission speed gears.

The interlock actuator (C) forces the two interlock balls (B) outward into detent grooves in each speed shift rail (A). The engagement of the interlock balls (C) in the speed shift rails (A) prevents shifting until the interlock is released. The interlock is released by depressing the clutch pedal.

Clutch pedal movement is translated through the cable to the interlock lever (E). The interlock lever and shaft (D) are then rotated toward the front of the vehicle. The rotation of the interlock shaft causes the interlock actuator (C) to be withdrawn from between the two interlock balls (B). The speed shift lever can be freely moved to select the desired transmission speed gear.



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