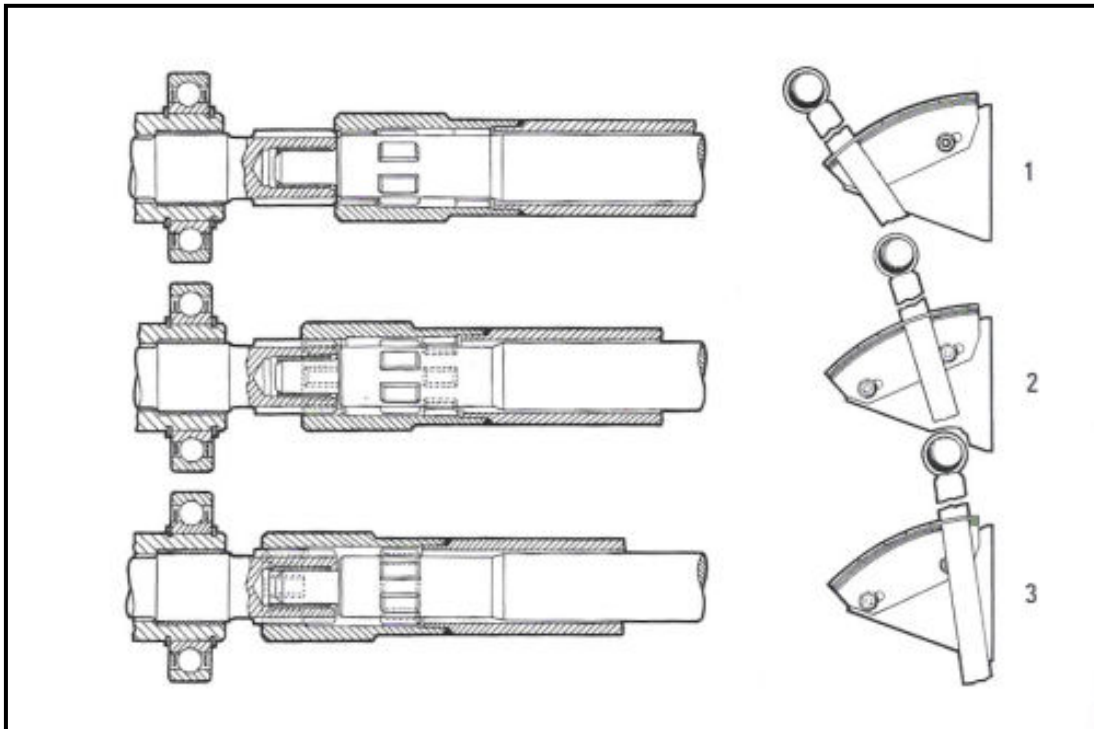


## Part 4 - Nuffield and Leyland P.T.O. & Hydraulic Pump Engagement lever adjustment - Sliding Tube & Later Single & 2 Speed P.T.O.

### Engagement lever adjustment - Sliding Tube



The relative positions of the P.T.O. shaft driving tube splines for each position of the selector lever.

1. Neutral position.
2. Hydraulic position of the drive tube about to engage with the P.T.O. shaft. Control lever set at 50 mm (2 in) backward travel as shown.
3. Hydraulic and P.T.O. position of the driving tube or P.T.O. shaft when fully engaged. Control lever set at full travel.

### Engagement lever adjustment - Later Single & 2 Speed P.T.O.

The later single and two speed P.T.O. system has a 'Sliding Collar' engagement which is either 'In' or 'Out'.

The hydraulic pump on the single speed model 'Runs Constantly' when the P.T.O. clutch is engaged.

The pump on the two speed model is 'Live' and driven off the front of the engine crankshaft.

**Single Speed P.T.O. systems;** Turn the output shaft by hand and check the P.T.O. engagement and disengagement. As the hand lever is moved from the P.T.O. position, the drive should disengage just before the hand lever reaches the 'OUT' position. Reposition the hand lever on the splines if required.

**Two Speed P.T.O.;** Check action of engagement and disengagement in both 540 & 1000 rpm positions.