SERIES TM TRACTORS

TM120 / TM130 / TM140 / TM155 / TM175 / TM190

REPAIR MANUAL

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NEW HOLLAND

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Repair Manual – TM Series Tractors

CONTENTS – VOLUME 1

GENERAL **SECTION 00**

General Instructions and Health and Safety **Chapter 1**

ENGINE **SECTION 10**

Separating and Removing The Engine **Chapter 1**

Section	Description	Page
	Torques	2
	Special Tools	3
10 100	Separating Front Axle and Front Support from Engine	4
	Separating Engine and Front Support from Transmission	14
10 100	Engine Removal	21

7.5L CNH Engine **Chapter 2**

Section	Description	Page
10 000	Specifications	2
	Greases and Sealants	8
	Tightening Torques	10
	Special Tools	12
	Fault Finding	13
	Description and Operation	17
10 001	Engine Overhaul–Introduction	24
	Injection Pump Timing Check	25
10 100	Engine Disassembly and Overhaul:–	
10 101	Cylinder Head, Valves and Related Parts	28
10 101	Hydraulic Tappets–Adjustment	38
10 106	Front Cover and Timing Gears	40
10 102	Oil Pan	44
10 103	Flywheel	45
10 102	Rear Cover Plate	46
10 102	Oil Pump	47

Contents Continued:

Section	Description	Page
10 102	Oil Pressure Relief Valve	49
10 106	Camshaft, Tappets and Camshaft Bearings	50
10 105	Pistons and Cylinder Block	53
10 103	Crankshaft	62
10 003	Crankshaft Front Seal Installation	66
10 001	Engine compression test	67
10200	**Cooling System**	
	Description of Operation	68
	Troubleshooting	70
	Specifications	71
	Overhaul	72

Fuel System — Chapter 3

Section	Description	Page
10 200	Specifications	2
	Torques	2
	Special Tools	3
	Description and Operation	4
	Bosch VE Type Mechanically Controlled Fuel Injection System – Removal	8
	Bosch VE Type Pump Timing and Installation	9
	Bosch VP Electronically Controlled Fuel Injection System – Removal	13
	Bosch VP Electronically Controlled Fuel Injection System – Timing Check	14
	Injection System Bleeding	17
	Injection System Testing and Overhaul	18
10 210	Electric Lift Pump – Removal	23
	Electric Lift Pump – Testing	23
10 250	Turbocharger – Removal	24
	Turbocharger – Dissassembly	25
	Turbocharger – Inspection – Reassembly– Installation	25
10 202	Air Cleaner – Removal – Overhaul	28
10 216	Main Fuel Tank – Removal and Installation	31
	Auxiliary Fuel Tank – Removal and Installation	32
	Crankcase Ventilation	32
10 220	Foot Throttle Cable – Replacement and Adjustment	33
	Hand Throttle Cable – Replacement and Adjustment	33

Contents Continued:

CLUTCHES — SECTION 18

Clutches — Chapter 1

Section	Description	Page
18 000	Specifications	1
	Tightening Torques	2
	Sectional Views	3
	Special Tools	4
	Description and Operation	4
	Troubleshooting	4
18 110	Clutch Removal-Installation	6
18 104	Hydraulic Control Assembly Removal-Installation	8
	Hydraulic Control Assembly Disassembly-Reassembly	10

TRANSMISSION SYSTEM — SECTION 21

Semi-Powershift Transmission (Range Command) — Chapter 1

Section	Description	Page
21 000	Specifications	1
	Tightening Torques	3
	Special Tools	5
	Sectional Views	9
	Description and Operation	12
	Pressure Testing	20
	Calibration	24
	Fault Finding	see Section 55
21 111	Removal - Installation - Overhaul	27

Power Command 30 and 40 kph Transmission, 120 - 155 Models (Full Powershift) — Chapter 2

Section	Description	Page
21 000	Specifications	2
	Tightening Torques	5
	Special Tools	10
	Transmission Cross Section	13
	Description and Operation and Power Flows	16
	Clutch Calibrations	34
	Pressure Testing	39
	Error Codes and Fault Finding	42
	Limp Home Tool	46
21 113	Transmission Removal and Installation	47
21 155	Transmission Overhaul - Disassembly	53
21 155	Transmission Overhaul - Reassembly	78

Contents Continued:

Power Command Transmission, 175 - 190 Models (Full Powershift) Chapter 3

Section	Description	Page
21 000	Specifications	2
	Tightening Torques	5
	Special Tools	7
	Description and Operation	10
	Power Flows	18
	Input Sensors and Output Devices	24
	Controls	27
	Clutch Calibration	40
	Pressure Testing	44
	Error Codes and Fault Finding	47
	Limp Home	51
21 113	Transmission Housing – Removal and Installation	52
21 155	Transmission Disassembly	59
21 155	Oil Manifold Bushes, Removal and Installation	72
21 155	Transmission Upper Speed Shaft End Float Adjustment	73
21 155	Clutch Overhaul	74
21 155	Transmission Rear Housing – Disassembly	86
21 155	Transmission Reassembly	88
21 155	Output Shaft End Flow Adjustment	96
21 155	Medium Shaft End Float Adjustment	97

Dual Command Transmission (HI-LO) Chapter 4

Section	Description	Page
21 000	Specifications	1
	Tightening Torques	4
	Special Tools	6
	Sectional Views	10
	Description and Operation	12
	Clutch and Synchroniser Calibration	16
	Pressure Testing	19
	Error Codes and fault Finding	22
	Limp Home	28
21 112	Transmission Removal and Installation	29
	Transmission Overhaul	32
	Shuttle Gear Bearing Adjustment	46
	Range Input and Output Shaft Bearing Adjustment	48
21 134	HI LO Transmission Valve – Overhaul	51
21 134	HI LO Transmission Control Assembly	54

Contents Continued:

Shuttle Command (Mechanical Transmission) Chapter 5

Section	Description	Page
21 000	Specifications	2
	Tightening Torques	4
	Special Tools	6
	Sectional Views	10
	Description and Operation	14
	Troubleshooting	14
21 114	Mechanical Transmission Housing Removal – Installation	15
21 114	Mechanical Transmission Housing Removal – Overhaul	18
21 114	Mechanical Transmission Housing Adjustments	31
21 140	Mechanical Transmission Housing Removal – Installation 5th Speed Gear	35
21 130	Speed and Range Control Rail Assembly Removal – Installation	40
21 160	Creeper Gears Removal – Installation	42
21 160	Creeper Gears External Control Lever adjustment	43

DRIVE LINES (FWD ELECTRO-HYDRAULIC CLUTCH) SECTION 23

Drive Lines-Tractors with Dual Command and Shuttle Command Transmissions Chapter 1

Section	Description	Page
23 000	Specifications	1
	Tightening Torques	2
	Special Tools	2
	Sectional Views	4
	Description and Operation	5
	Troubleshooting	5
	Hydraulic Flow Diagrams	6
23 101	Removal-Installation-Overhaul	8

Drive Lines-Tractors with Range Command and Power Command (Full Powershift) Transmissions Chapter 2

Section	Description	Page
23 000	Specifications	2
	Tightening Torques	2
	Special Tools	2
	Sectional Views	3
	Troubleshooting	4
	Description and Operation	5
	Hydraulic Flow Diagrams	6
23 101	Drive shaft Removal-Installation	8
23 202	Electro Hydraulic Clutch Removal-Installation-Overhaul	9

Contents Continued:

MECHANICAL FRONT AXLE — SECTION 25

Mechanical Front Axle — Chapter 1

Section	Description	Page
25 000	Specifications	1
	Tightening Torques	2
	Special Tools	4
	Sectional Views	7
	Description and Operation	8
	Troubleshooting	11
25 100	Standard Axle – Removal/Installation	12
	Suspended Axle – Removal/Installation	15
	Supersteer Axle – Removal/Installation	20
	Hub Cassette Seal Replacement	24
	Front Axle Overhaul – All Options	28
	Dog Clutch Differential Lock – Disassembly/Reassembly	34
	Multi Wet Plate Differential Lock – Disassembly/Reassembly	36
25 102	Crown Wheel/Differential – Disassembly/Reassembly – All Options	38
	Pinion Shaft Removal – All Options	39
	Pinion Shaft Adjustment/Installation – All Options	42
	Crown Wheel Adjustments – All Options	50
	Swivel Pin & Potentiometer – Disassembly/Reassembly	53
	Axle Reassembly – All Options	57
	Checking the Alignment of Steering and Drive Wheels	58
	Refer to Brake Section Of Repair Manual For Overhaul Of Front Axle Brakes Where Fitted	

Terraglide (Front Axle Suspension) — Chapter 2

Section	Description	Page
25 000	Specifications	2
	Tightening Torques	2
	Description and Operation	3
	System Schematics	6
	Suspended Front Axle Calibration Procedure	18
	Error Code Listing	20
25 100	Suspended Front Axle Assembly–Removal and Installation	22
25 100	Suspension Cylinder Removal and Overhaul	30
	Suspension Control Valve Assembly–Removal	34
	Suspension Control Valve Assembly–Overhaul	35

Contents Continued:

MECHANICAL REAR WHEEL DRIVE (Rear Axle) SECTION 27

Mechanical Rear Wheel Drive (Models 120 - 155) Chapter 1

Section	Description	Page
27 000	Specifications	2
	Tightening Torques	4
	Special Tools	6
	Sectional Views	9
	Description and Operation	11
	Fault Finding	14
27 100	Rear Axle Housing - Removal and Installation	16
27 100	Rear Axle Housing - Overhaul	21
	Rear Axle Adjustments	30
	Pinion and Crown Wheel Adjustments	31
	Hydraulic Pump Idler Gear Bearing Adjustment	37
27 106	Hydraulic Differential Lock - Removal and Installation	40
27 110	Hydraulic Differential Lock Control Unit - Dog Type Clutch	44
27 110	Hydraulic Differential Lock Control Unit - Multi Plate Clutch	46
27 120	Final Drive Case - Removal and Installation	47
27 120	Drive Wheel Shaft - Removal and Installation	51

Mechanical Rear Wheel Drive (175-190 Models) Chapter 2

Section	Description	Page
27 000	Specifications	1
	Tightening Torques	3
	Special Tools	5
	Sectional Views	7
	Description and Operation	9
	Troubleshooting	11
27 100	Removal - Installation - Overhaul	13
	Rear Axle Adjustments	28
27110	Hydraulic Differential Lock Control	36
	50KPH Clutch	40
27120	Drive Wheel Shaft - Removal- Installation	49

POWER TAKE-OFF SECTION 31

Rear Power Take-Off, 120-155 Models Chapter 1

Section	Description	Page
31 000	Specifications	1
	Tightening Torques	3
	Special Tools	3
	Sectional Views	4

Contents Continued:

	Description and Operation	6
	Hydraulic Flow Diagrams	11
	Fault Finding	14
31 100	Removal-Installation-Overhaul	16
	Ground Speed Interlock Switch Adjustment	27

Section **Description** **Page**

Rear Power Take-Off, 175-190 Models **Chapter 2**

Section	**Description**	**Page**
31 000	Specifications	2
	Tightening Torques	4
	Special Tools	5
	Sectional Views	6
	Description and Operation	8
	Hydraulic Operation of Power Take Off (PTO)	12
	Fault Finding	18
31 100	Removal-Installation-Overhaul	20
	Calibration	29

Hydraulic Front Lift and Power Take Off **Chapter 3**

Section	**Description**	**Page**
31 000	Specifications	2
	Torques	2
	Description and Operation	
35 162	Front Hydraulic Lift.	3
31 146	Front P.T.O.	5
	Fault Finding	10
	Overhaul	
35 162	Front Hydraulic Lift	11
31 142	Front P.T.O..	16
	Hydraulic and Electrical Connections	24

BRAKING SYSTEM **SECTION 33**

Tractor Brakes **Chapter 1**

Section	**Description**	**Page**
33 000	Specifications	2
	Special Tools	3
	Tightening Torques	5
	Sectional Views	5
	Description and Operation	8
	Operation, Power Brake Coloured Diagrams	11
	Fault Finding	15
	Tasks Before Carrying Out Brake Overhaul	17

Contents Continued:

33 202	Removal–Installation–Overhaul, Service Brakes Models 120–155	17
33 202	Removal–Installation–Overhaul, Service Brakes Models 175–190	21
33 202	Removal–Installation–Overhaul, Front Brakes All Models	26
33 202	Removal–Installation, Service Brake Master Cylinder	32
33 202	Pedal Adjustments, Service Brakes	33
33 202	Removal–Installation, Front Brake Booster	35
33 202	Overhaul, Front Brake Booster	37
33 202	Hydraulic Brake System, Air Bleeding	38
33 110	Removal–Installation–Overhaul, Parking Brake Assembly	42
33 110	Handbrake Control–Travel Adjustment	46

Pneumatic Trailer Brakes — Chapter 2

Section	Description	Page
33 000	Specifications	1
	Tightening Torques	2
	Description and Operation	3
	Fault Finding	13
33 000	Removal and Installation	15
33 000	Overhaul	20
	Pressure Testing	30

Contents Continued:

CONTENTS - VOLUME 2

HYDRAULIC SYSTEMS — SECTION 35

Introduction — Chapter 1

Section	Description	Page
35 000	Introduction and Circuit Identification	2
	Closed Centre Load Sensing High Pressure Hydraulic Circuits	8
	Open Centre High Pressure Hydraulic Circuit	22
	Low Pressure Hydraulic Circuits	
	Tractors with Power Command Transmission – 175 and 190 Models	27
	Tractors with Power Command Transmission – 120 to 155 Models	35
	Tractors with Range Command Transmission	41
	Tractors with Dual Command Transmission	45
	Tractors with Shuttle Command Transmission	50
	General Hydraulic Fault Finding	54
	Initial Fault Finding Check	54
	Transmission Low Pressure Warning Light 'ON'	55
	Charge Pressure Light	56
	Intake Filter Restriction Warning Light	56
	Power Steering	57
	Trailer Brakes	57
	Hydraulic Lift	58
	Remote Control Valves	59

Variable Flow Hydraulic Pump Assembly 120 to 155 Models — Chapter 2

Section	Description	Page
35 000	Special Tools	1
	Specifications	2
	Tightening Torques	3
	Description and Operation	4
	Hydraulic Circuit Operation	12
	Low Pressure Standby	14
	High Pressure Circuit High Demand	16
	High Pressure Circuit Low Demand	17
	Controlling Maximum System Pressure	18
	Fault Finding	19
	Initial Fault Finding Check	19
	Transmission Low Pressure Warning Light 'ON'	21
	Charge Pressure Light	23
	Intake Filter Restriction Warning Light	23
	Power Steering	24
	Trailer Brakes	24

Contents Continued:

Hydraulic Lift 25
Remote Control Valves 26
Pump Pressure and Flow Testing 27
Low Pressure Standby 27
High Pressure Standby 28
Load Sensing Circuit Test 29
Charge Pressure Test 29
Variable Flow Piston Pump Flow Test 30
Steering Pump/Low Pressure Pump Test 31
Hydraulic Pump Leak Test 32
35 106 Overhaul 33
Charge Pressure Valve 34
Charge Pressure Filter Dump Valve 34
Steering Flow Control Valve 35
Pressure and Flow Compensating Valve 36
Pump Removal and Installation 38
Steering Pump Overhaul 41
Charge Pump Overhaul 43
Variable Flow Piston Pump Overhaul 45
Pump Drive Gear and Bearing Overhaul 48

Contents Continued:

Variable Flow Hydraulic Pump Assembly 175 to 190 Models — Chapter 3

Section	Description	Page
35 000	Special Tools	2
	Specifications	3
	Tightening Torques	4
	Description and Operation	6
	Hydraulic Circuit Operation	14
	Generating Low Pressure Standby	16
	Regulating Low Pressure Standby	18
	High Pressure Circuit High Demand	20
	High Pressure Circuit Low Demand	22
	Limiting Maximum System Pressure	24
	Low Pressure Regulating valve operation	26
	Fault Finding	29
	Initial Fault Finding Check	29
	Transmission Low Pressure Warning Light ‘ON’	30
	Charge Pressure Light	31
	Intake Filter Restriction Warning Light	31
	Power Steering	32
	Trailer Brakes	32
	Hydraulic Lift	33
	Remote Control Valves	34
	Pump Pressure and Flow Testing	36
	Low Pressure Standby	36
	High Pressure Standby	37
	Load Sensing Circuit Test	38
	Charge Pressure Test	38
	Variable Flow Piston Pump Flow Test	39
	Steering Pump/Low Pressure Pump Test	40
	Hydraulic Pump Leak Test	41
35 106	Overhaul	42
	Steering Pump Overhaul	43
	Steering Flow Control Valve	45
	Pressure and Flow Compensating Valve	46
	Pump Removal and Installation	48
	Charge Pump Overhaul	52
	Variable Flow Piston Pump Overhaul	54

Contents Continued:

Hydraulic Lift Assembly with Electronic Draft Control — Chapter 4

Section	Description	Page
35 000	Specifications	2
	Special Tools	2
	Tightening Torques	3
	Description and Operation	4
	Principal of Draft Control	4
	Components	7
	Operation of Draft Control	13
	Hydraulic Operation of Lift Control Valve	16
	Trouble Shooting and Calibration	24
	Overhaul	
35 138	Electronic Draft Control Valve – Removal and Installation	33
35 138	Disassembly	35
35 130	Load Sensing Pin Replacement	40
35 134	Hydraulic Lift Cover – Removal and Installation (120 to 155 Models Only)	41
35 134	Disassembly	44

Mechanical Rear Hydraulic Lift — Chapter 5

Section	Description	Page
35 000	Specifications	1
	Tightening Torques	3
	Special Tools	5
	Sectional Views	6
	Description and Operation	9
	Troubleshooting	13
35 114	Removal – Installation – Overhaul	15

Section	Description	Page

Closed Centre Remote Control Valves — Chapter 6

Section	Description	Page
35 000	Special Tools	2
	Specifications	2
	Tightening Torques	2
	Fault Finding and Pressure Testing Mechanical Remote Valves	3
	Fault Finding and Pressure Testing Electro-Hydraulic Remote Valves	4
	Electro-Hydraulic Remote Valve Fault Code list	6
	Description and Operation – Mechanical Remote Valves	7
	Oil Flow In Neutral	12
	Oil Flow in Raising (Cylinder Extend)	14
	Oil Flow in Lowering (Cylinder Retract)	16
	Oil Flow in Float	18

Contents Continued:

Section	Description	Page
	Operation of Detent Pressure Regulating Valve	20
	Operation of Two or More Control Valves Simultaneously	23
	Description and Operation – Electro–Hydraulic Remote Valves	25
	Re–Calibrating Remote Valve Levers	34
	Oil Flow In Neutral	40
	Oil Flow in Raising (Cylinder Extend)	42
	Oil Flow in Lowering (Cylinder Retract)	44
	Oil Flow in Float	46
	Operation of Two or More Control Valves Simultaneously	49
35 204	Overhaul – Mechanical Remote Valves	51
	Individual Valve Section Removal	51
	Complete Valve Stack Removal	53
	Remote Valve Disassembly	55
	Overhaul – Electro–Hydraulic Remote Valves	61
	Electro–Hydraulic Remote Valves Number Programming	62
	Electro–Hydraulic Remote Valves Removal and Installation	64
	Electro–Hydraulic Remote Valve Disassembly	68

Open Centre Remote Control Valves — Chapter 7

Section	Description	Page
35 000	Specifications –Tightening Torques	1
	Special Tools	2
	Sectional Views	3
	Description and Operation	6
35 204	Removal – Installation – Overhaul	11

External Lift Rams — Chapter 8

Section	Description	Page
	120 TO 155 MODELS	
35 000	Specifications	2
	Sectional Views	2
	Description and Operation	3
35 116	Removal – Installation – Overhaul	3
	Disassembly – Reassembly	3
	175 AND 190 MODELS	
35 000	Specifications	4
	Sectional Views	4
	Description and Operation	5
35 116	Removal – Installation – Overhaul	5
	Disassembly – Reassembly	6

Contents Continued:

Hydraulic Pressure Testing — Chapter 9

Section	Description	Page
35 000	Introduction	3
	Special Tools	4
	Specifications	5
	Variable Displacement Hydraulic Pump Installation	6
	Open Centre Hydraulic Pump Installation	8
	Fault Finding	8
	Transmission Low Pressure Warning Light On	9
	Charge Pressure Light Flashing	11
	Intake Filter Restriction Light On	11
	Power Steering Not Working Correctly	12
	Trailer Brakes Not Working Correctly	13
	Hydraulic Lift Not Working Correctly	14
	Remote Control Valves Not Working	16
	Pump Pressure and Flow Testing	18
	Low Pressure Standby	18
	High Pressure Standby	19
	Lift Ram Pressure Test	20
	Load Sensing Circuit Test	21
	Charge Pressure Test	22
	Variable Flow Piston Pump Flow Test	23
	Hydraulic Pump Leak Test	24
	Steering Pump/Low Pressure Pump Test	25
	Steering Test	25
	Steering Circuit Pressure Test	25
	Steering Relief Valve Pressure Test	26
	Low Pressure Test	26
	Open Centre Lift Pressure Regulating Valve	29
	Power Command Transmission Clutch Pressure Test	30
	Range Command Transmission Clutch Pressure Test	34
	Dual Command Transmission Clutch Pressure Test	37
	Trailer Brake Testing and Troubleshooting	40
	Trailer Brake Valve Electro–Hydraulic Operation Diagram (Italy Only)	40
	Trailer Brake Disengagement Pressure Test (Italy Only)	41
	Trailer Brake System Pressure Test	42
	Trailer Brake System Leak Test	42
	Trailer Brake Engagement Test (Italy Only)	43
	Trailer Brake Circuit Safety Switch Test	43

Contents Continued:

Section	Description	Page
	Cooler By-pass Valve - Lubrication Pressure	44
	PTO Clutch lubrication (175 and 190 Models)	44
	Brake Booster Valve Pressure Test	44
	Power Brake Supply and Accumulator Test (175 and 190 Models)	45

Fixed Displacement Gear Pumps — Chapter 10

Section	Description	Page
35 000	Specifications	1
	Tightening Torques	3
	Special Tools	4
	Sectional Views - Description and Operation	5
	Troubleshooting	see Chapter 5
35 104	Removal - Installation - Overhaul	6

Trailer Brake Auxiliary Valves — Chapter 11

Section	Description	Page
35 000	Specifications	2
	Torques	2
	Special Tools	2
	Description and Operation	3
33 220	Italian Trailer Brakes	10
	Pressure Testing	17

Hydraulically Adjustable Right Hand Lift and Top Link Cylinders — Chapter 12

Section	Description	Page
35 000	Specifications	1
	Sectional Views	2
	Tightening Torques	3
	Description and Operation	4
	Removal - Installation - Overhaul	5

Mid Mount Remote Valves — Chapter 13

Section	Description	Page
	Specifications	2
	Torque Values	3
	Description and Operation	4
	Mid Mount Valve Hydraulic Circuit 120 - 155 Models	9
	Mid Mount Valve Hydraulic Circuit 175 - 190 Models	11
	Mid Mount Valve Removal	15
	Mid Mount Valve Disassembly	15
	Mid Mount Valve Overhaul	17

Contents Continued:

Mid Mount Valve Installation 20
Third Mid Mount Valve – Description and Operation 21
Removal 23
Disassembly 23
Re–assembly 24

STEERING SYSTEMS **SECTION 41**

Hydrostatic Steering Systems **Chapter 1**

Section	Description	Page
41 000	Specifications	2
	Tightening Torques	3
	Special Tools	3
	Description and Operation	4
	Fault Finding	11
	System Testing	12
41 204	Steering Motor – Removal and Installation	14
	Steering Motor Overhaul	16
	Steering Column – Removal and installation	24
41 216	Two Wheel Drive Steering Cylinder – Removal and Installation	26
	Two Wheel Drive Steering Cylinder – Overhaul	27
	Four Wheel Drive Steering Cylinder – Removal and Installation	28
	Four Wheel Drive Steering Cylinder – Overhaul	29

FRONT AXLE **SECTION 44**

Front Axle and Wheels **Chapter 1**

Section	Description	Page
44 000	Specifications	1
	Tightening Torques	3
	Special Tools	5
	Description and Operation	5
	Troubleshooting	5
	Sectional Views	6
44 101	Removal – Installation – Overhaul	9
44 511	Front Wheel Camber and Toe–in (Standard Duty Axle)	20
	Front Wheel Camber and Toe–in (Heavy Duty Axle)	23

AUXILIARY UNITS **SECTION 50**

Contents Continued:

Air Conditioning — Chapter 1

Section	Description	Page
50 000	Specifications	2
	Tightening Torques	2
	Special Tools	2
	Safety Precautions	2
	Description and Operation	4
	Fault Finding and System Testing	15
	Leak Testing, Charging, Discharging and System Flushing	32
	Component Overhaul (excluding compressor)	37
50 200	Compressor Removal and Installation	44
50 200	Compressor Overhaul	44

ELECTRICAL SYSTEM — SECTION 55

Electrical Introduction — Chapter 1

Section	Description	Page
55 100	Electrical System and Fuses Description	1
	Fuses and Relays	4
	Controllers	10
	Diagnostic Connectors	13
	System Precautions For Battery Charging and Welding	14
	Temporary Wiring Repair	15
	System Diagrams	17
	Electronic Management Unit and Digital Instrument Cluster (175 &190 Models)	18
	Central Controller (XCM) (175 & 190 Models)	20
	Secondary Controller (EDC and Transmission) (175 & 190 Models)	22
	Engine Control Module (175 & 190 Models)	24
	Electro–Hydraulic Remote Valves (175 & 190 Models)	26
	Electronic Management Unit and Digital Instrument Cluster Power Command (120 to 155 Models)	28
	Secondary Controller (Power Command EDC and Transmission) (120 to 155 Models)	30
	General Control Module (GCM) (Power Command – Front Suspension) (120 to 155 Models)	32
	Small Control Module (Vistronic Fan) (All 120 to 155 Models)	34
	Electronic Management Unit and Digital Instrument Cluster Range Command (120 to 155 Models)	36
	General Control Module (GCM) (Range Command – EDC and Front Suspension) (120 to 155 Models)	38
	Transmission Control Module (TCM) (Range Command) (120 to 155 Models)	40
	Electronic Management Unit and Digital Instrument Cluster Dual Command (120 to 155 Models)	42
	General Control Module (GCM) (Dual Command – Transmission and EDC) (120 to 155 Models)	44

Contents Continued:

Electronic Management Unit (EMU) Chapter 2

Section	Description	Page
55 440	Introduction	1
	Worklamp Operation	2
	Functions controlled by the Electronic Management Unit	2
	Electronic Management Unit with Terralock ™	3
	Touch Panels ™	5
	Calibrations	6
	Brake Switch Adjustment	7
	Removal and Installation	7
	Error Codes	8

Electronic Instrument Cluster Chapter 3

Section	Description	Page
55 100	Introduction	2
	Senders and Sensors	9
	Programming Central LCD	21
	Programming Performance Monitor	23
	Serviceability	25
	Fault Codes	26
	Diagnostic Memory	27
	Instrument Panel Byte Level Set-up	28
	Software Revision Level Check	29

Analogue Electronic Instrument Cluster Chapter 4

Section	Description	Page
55 100	Introduction	1
	Senders and Sensors	5
	Serviceability	11

Analogue Instrument Cluster Chapter 5

Section	Description	Page
55 100	Introduction	1
	Senders, Sensors and Switches	4
	Serviceability	9

Contents Continued:

Starting System — Chapter 6

Section	Description	Page
55 000	Specifications	1
	Tightening Torques	1
	Description and Operation	2
	Fault Finding	5
	System Testing	6
55 201	Removal and Installation	8
	Overhaul	8
	Bench Tests	11

Charging System — Chapter 7

Section	Description	Page
55 000	Specifications	1
	Tightening Torques	1
	Description and Operation	2
	Fault Finding	4
55 301	Removal, Installation and Overhaul	10

Battery — Chapter 8

Section	Description	Page
55 000	Specifications	1
	Description and Operation	1
55 300	Removal and Installation	2
	Battery Maintenance and Testing	3
	Battery Charging	4
	Common Causes of Battery Failure	7

Wiring Diagrams — Chapter 9

Description	Page
Wiring Diagram Circuit Descriptions (All Models)	1
How To Use The Linear Wiring Diagrams	2
Symbols	4
Component Identification and Wiring Diagram Location Key	5
Wiring Diagrams:	
Full PowerShift Transmission 175 & 190 Models	13
Full PowerShift Transmission, 120 to 155 Models	73
Semi–PowerShift Transmission, 120 to 155 Models	133
Dual Command Transmission, 120 to 140 Models	193
Shuttle Command Transmission, 120 to 140 Models	253
Wire Identification Key	313

CONTENTS - VOLUME 3 & 4

Fault Codes — Chapter 10

Section	Description	Page
55 000	Introduction	3
	Special Tools	4
	Wiring Harness Repairs	4
	Digital Multi-Meter - Basic Operation	7
	Electrical Test Procedures	10
	Circuit Components - Basic Description	13
	Fault Code 'Logic' and Display Areas	24
	Displaying and Clearing Fault Codes	31
	Fault Code Lists	39
	Fault Code Charts 175 & 190 Models with Power Command Transmission	
	..... Power Command Transmission ('F' codes)	87
	..... Electronic Draft Control (No prefix)	301
	..... Suspended Front Axle ('L' codes)	399
	..... Power Take Off ('P' codes)	445
	..... Electronic Management Unit ('P' codes)	485
	..... Digital Instrument Cluster (No prefix)	519
	..... Electronic Hydraulic Remotes ('R' & 'Flash' codes)	551
	..... Hand throttle and PTO Torque ('T' codes)	683
	..... Engine ('T' codes)	735
	Fault Code Charts 120 to 155 Models with Power Command Transmission	
	..... Power Command Transmission ('F' codes)	953
	..... Electronic Draft Control (No prefix)	1129
	..... Suspended Front Axle ('L' codes)	1225
	..... Electronic Management Unit ('P' codes)	1269
	..... Digital Instrument Cluster (No prefix)	1349
	Fault Code Charts 120 to 155 Models with Range Command Transmission	
	..... Range Command Transmission ('F' codes)	1379
	..... Electronic Draft Control (No prefix)	1541
	..... Suspended Front Axle ('L' codes)	1635
	..... Electronic Management Unit ('P' codes)	1679
	..... Digital Instrument Cluster (No prefix)	1759

Contents Continued:

Section	Description	Page
	Fault Code Charts 120 to 155 Models with Dual Command Transmission	
	Dual Command Transmission ('E' codes)	1789
	Electronic Draft Control (No prefix)	1903
	Electronic Management Unit ('P' codes)	1995
	Digital Instrument Cluster (No prefix)	2075
	Fault Code Charts 120 to 140 Models with Suttle Command Transmission	
	Electronic Management Unit ('P' codes)	2105

CONTENTS - VOLUME 5

ELECTRICAL SYSTEM **SECTION 55**

Diagnostic 'H' Routines **Chapter 11**

Section	Description	Page
55 000	Introduction	2
	Power Command Transmission "H" Routine	3
	Range Command Transmission "H" Routine	18
	Dual Command Transmission "H" Routine	35
	Electronic Draft Control "H" Routine	49
	Central Controller (XCM) 175 and 190 Models and Front Suspension 120 to 155 Models H-Routines, includes the following systems:- Front Suspension, Electronic Engine Control, Electro-Hydraulic Remotes and Rear PTO	57

Connectors and Harnesses Full Powershift 175 & 190 Models **Chapter 12A**

Section	Description	Page
55 000	Wiring Harnesses	2
	Main Connectors	3
	Wire Identification and colour coding	4
	Lighting Harness	6
	Front Main (Engine) Harness	10
	Rear Main (Transmission) Harness,	16
	Cab Main Harness,	25
	Electronic Right Hand Console	34
MAIN HARNESS CONNECTORS FROM SERIAL NUMBER ACM263461 ONWARDS		**Page**
	Main Connectors	51
	Front Main (Engine) Harness	52
	Rear Main (Transmission) Harness,	54
	Cab Main and Right Hand Console Harnesses,	56

Connectors and Harnesses
Full Powershift 120 to 155 Models — Chapter 12B

Section	Description	Page
55 000	Wiring Harnesses	2
	Main Connectors	3
	Wire Identification and colour coding	4
	Lighting Harness	6
	Front Main (Engine) Harness	10
	Rear Main (Transmission) Harness	17
	Cab Main Harness	25

MAIN HARNESS CONNECTORS FROM SERIAL NUMBER ACM262719 ONWARDS — **Page**

	Main Connectors	47
	Front Main (Engine) Harness	48
	Rear Main (Transmission) Harness	50
	Cab Main Harness	52

Connectors and Harnesses
Semi-Powershift 120 to 155 Models — Chapter 12C

Section	Description	Page
55 000	Wiring Harnesses	2
	Main Connectors	3
	Wire Identification and colour coding	4
	Lighting Harness	6
	Front Main (Engine) Harness	10
	Rear Main (Transmission) Harness,	17
	Cab Main Harness,	25

MAIN HARNESS CONNECTORS FROM SERIAL NUMBER ACM263458 ONWARDS — **Page**

	Main Connectors	45
	Front Main (Engine) Harness	46
	Rear Main (Transmission) Harness,	48
	Cab Main Harness,	50

Contents Continued:

Connectors and Harnesses
Dual Command 120 to 140 Models — Chapter 12D

Section	Description	Page
55 000	Wiring Harnesses	2
	Main Connectors	3
	Wire Identification and colour coding	4
	Lighting Harness	6
	Front Main (Engine) Harness	10
	Rear Main (Transmission) Harness,	17
	Cab Main Harness	25
	MAIN HARNESS CONNECTORS FROM SERIAL NUMBER ACM262036 ONWARDS	**Page**
	Main Connectors	45
	Front Main (Engine) Harness	46
	Rear Main (Transmission) Harness,	48
	Cab Main Harness	50

Calibration Procedures — Chapter 13

Section	Description	Page
55 100	Set Up Procedures	1
	Power Command (Full Powershift) Transmission Controller Configuration	2
	Calibration Error Codes ('U' Codes)	3
	Dual Command Transmission – Clutch and Synchroniser Calibration	6
	Range Command Transmission – Clutch and Synchroniser Calibration	8
	Power Command Transmission – Clutch Calibrations	11
	Electronic Draft Control – Calibration of Lift Lever/Arm Potentiometers	14
	Electronic Draft Control – Calibration of EDC Valve Solenoids	16
	Electronic Management Unit – Ground Speed/Steering Angle Calibration	18
	Digital Instrument Cluster – Ground Speed Calibration	19
	With Radar / Less Radar connector Selection	20
	Suspended Front Axle – Suspended Front Axle Calibration	21
	Electro–Hydraulic Remote Valve Lever Calibration	23
	Electro–Hydraulic Remote Valve Renumbering procedure	24
	P.T.O. Torque Sensor Calibration (175 & 190 Models only)	26
	P.T.O. Clutch Calibration (175 & 190 Models only)	28

Contents Continued:

Electrical Introduction
Semi-Powershift Models from Serial No.ACM265009 Chapter 14A

Section	Description	Page
55 100	Electrical System and Fuses Description	1
	Fuses and Relays	4
	Controllers	8
	Diagnostic Connectors	10
	System Precautions For Battery Charging and Welding	11
	Temporary Wiring Repair	12
	System Diagrams	15

Wiring Diagrams Chapter 14B
Full Powershift (175-190 Models) from Serial No. ACM263461
Full Powershift (120-155 Models) from Serial No. ACM262719
Semi-Powershift Models from Serial No. ACM263458 to ACM265009
Power Shuttle Models from Serial No. ACM262036
Mechanical Transmissions Models from Serial No. ACM262853

Description	Page
Wiring diagram circuit descriptions (All Models)	1
How to use the linear wiring diagrams	2
Symbols	4
Component identification and wiring diagram location key	5
Wiring Diagrams:	
Full Power Shift Transmission, 175 to 190 Models	13
Full Power Shift Transmission, 120 to 155 Models	73
Semi Power Shift Transmission, 120 to 155 Models	133
Power Shuttle Transmission, 120 to 140 Models	193
Mechanical Transmission, 120 to 140 Models	253
Wire identification key	313

Wiring Diagrams
Semi-Powershift Models from Serial No. ACM265009 Chapter 14C

Description	Page
Wiring diagram circuit descriptions (All Models)	1
How to use the linear wiring diagrams	2
Symbols	4
Component identification and wiring diagram location key	5
Wiring Diagrams:	
Semi Power Shift Transmission, 120 to 155 Models	xx
Wire identification key	xxx

Contents Continued:

Electrical Harnesses
Semi-PowerShift Models From Serial No. ACM265009 Chapter 14D

(Processor reduction change)	Page
Cab Main Harness,	2
Right Hand Console Harness,	14

Diagnostic 'H' Routines
- Semi-Powershift models from Serial No. ACM265009 Chapter 14E

Section	Description	Page
	Introduction	2
	Range Command Transmission (F - -) 'H' Routine	5
	Front Axle Suspension (L - -) 'H' Routine	23
	Electronic Draft Control (EDC) (H - -) 'H' Routine	33
	Power Take Off (PTO) (P - -) 'H'Routine	45
	Vistronic Fan (t - -) 'H' Routine	53

Fault Codes Chapter 14F

Section	Description	Page
55 000	Full Powershift (175-190 Models) from Serial No. ACM263461 Full Powershift (120-155 Models) from Serial No. ACM262719 Semi-Powershift Models from Serial No. ACM263458 to ACM265009 Power Shuttle Models from Serial No.ACM262036 Mechanical Transmissions Models from Serial No. ACM262853	Refer to EST or RM CD

Fault Codes Chapter 14G

Section	Description	Page
55 000	Semi-Powershift Models from Serial No. ACM265009	Refer to EST or RM CD

CAB SECTION 90

Cab Removal Chapter 1

Section	Description	Page
	Torques	2
	Special Tools	2
90 150	Cab Removal and Installation	3
90 150	Suspension Adjustment	11

GENERAL INSTRUCTIONS

IMPORTANT NOTICE

All maintenance and repair operations described in this manual should be carried out exclusively by authorised workshops. All instructions should be carefully observed and special equipment where indicated should be used.

Anyone who carries out service operations described without carefully observing these instructions will be directly responsible for any damage caused.

NOTES FOR EQUIPMENT

Equipment shown in this manual is:

– designed expressly for use on these tractors;
– necessary to make a reliable repair;
– accurately built and strictly tested to offer efficient and long–lasting working life.

NOTICES

The words “front”, “rear”, “right hand”, and “left hand” refer to the different parts as seen from the operator’s seat oriented to the normal direction of movement of the tractor.

SAFETY RULES

PAY ATTENTION TO THIS SYMBOL

This warning symbol points out important messages involving personal safety.
Carefully read the safety rules contained herein and follow advised precautions to avoid potential hazards and safeguard your safety.
In this manual you will find this symbol together with the following key–words:

WARNING *– it gives warning about improper repair operations and potential consequences affecting the service technician’s personal safety.*

DANGER *– it gives specific warning about potential dangers for personal safety of the operator or other persons directly or indirectly involved in the operation.*

TO PREVENT ACCIDENTS

Most accidents and personal injuries taking place in workshops are due from non–observance of some essential rules and safety precautions.

The possibility that an accident might occur with any type of machines should not be disregarded, no matter how well the machine in question was designed and built.

A wise and careful service technician is the best precautions against accidents.

Careful observance of this basic precaution would be enough to avoid many severe accidents.

DANGER

Never carry out any cleaning, lubrication or maintenance operations when the engine is running.

SAFETY RULES

Generalities

- Carefully follow specified repair and maintenance procedures.

- Do not wear rings, wristwatches, jewels, unbuttoned or flapping clothing such as ties, torn clothes, scarves, open jackets or shirts with open zips which could get caught on moving parts. Use approved safety clothing such as anti–slipping footwear, gloves, safety goggles, helmets, etc.

- Wear safety glasses with side guards when cleaning parts using compressed air.

- Damaged or frayed wires and chains are unreliable. Do not use them for lifting or towing.

- Wear suitable protection such as approved eye protection, helmets, special clothing, gloves and footwear whenever welding. All persons standing in the vicinity of the welding process should wear approved eye protection. **NEVER LOOK AT THE WELDING ARC IF YOUR EYES ARE NOT SUITABLY PROTECTED.**

- Never carry out any repair on the machine if someone is sitting on the operator's seat, except if they are qualified operators assisting in the operation to be carried out.

- Never operate the machine or use attachments from a place other than sitting at the operator's seat or at the side of the machine when operating the fender switches.

- Never carry out any operation on the machine when the engine is running, except when specifically indicated. Stop the engine and ensure that all pressure is relieved from hydraulic circuits before removing caps, covers, valves, etc.

- All repair and maintenance operations should be carried out with the greatest care and attention.
- Disconnect the batteries and label all controls to warn that the tractor is being serviced. Block the machine and all equipment which should be raised.
- Never check or fill fuel tanks or batteries, nor use starting liquid if you are smoking or near open flames as such fluids are flammable.
- The fuel filling gun should always remain in contact with the filler neck. Maintain this contact until the fuel stops flowing into the tank to avoid possible sparks due to static electricity build–up.
- To transfer a failed tractor, use a trailer or a low loading platform trolley if available.
- To load and unload the machine from the transportation means, select a flat area providing a firm support to the trailer or truck wheels. Firmly tie the machine to the truck or trailer platform and block wheels as required by the transporter.
- Always use lifting equipment of appropriate capacity to lift or move heavy components.
- Chains should always be safely fastened. Ensure that fastening device is strong enough to hold the load foreseen. No persons should stand near the fastening point.
- The working area should be always kept CLEAN and DRY. Immediately clean any spillage of water or oil.
- Never use gasoline, diesel oil or other flammable liquids as cleaning agents. Use non–flammable non–toxic proprietary solvents.

- Do not pile up grease or oil soaked rags, as they constitute a great fire hazard. Always place them into a metal container.

START UP

- Never run the engine in confined spaces which are not equipped with adequate ventilation for exhaust gas extraction.
- Never bring your head, body, arms, legs, feet, hands, fingers near fans or rotating belts.

ENGINE

- Always loosen the radiator cap very slowly before removing it to allow pressure in the system to dissipate. Coolant should be topped up only when the engine is stopped.
- Do not fill up fuel tank when the engine is running.
- Never adjust the fuel injection pump when the tractor is moving.
- Never lubricate the tractor when the engine is running.

ELECTRICAL SYSTEMS

- If it is necessary to use auxiliary batteries, cables must be connected at both sides as follows: (+) to (+) and (–) to (–). Avoid short–circuiting the terminals. GAS RELEASED FROM BATTERIES IS HIGHLY FLAMMABLE. During charging, leave the battery compartment uncovered to improve ventilation. Avoid sparks or flames near the battery area. Do no smoke.
- Do not charge batteries in confined spaces.
- Always disconnect the batteries before performing any type of service on the electrical system.

HYDRAULIC SYSTEMS

- Some fluid coming out from a very small port can be almost invisible and be strong enough to penetrate the skin. For this reason, NEVER USE YOUR HANDS TO CHECK FOR LEAKS, but use a piece of cardboard or a piece of wood for this purpose. If any fluid is injected into the skin, seek medical aid immediately. Lack of immediate medical attention may result in serious infections or dermatitis.

- Always take system pressure readings using the appropriate gauges.

WHEELS AND TYRES

- Check that the tyres are correctly inflated at the pressure specified by the manufacturer. Periodically check for possible damage to the rims and tyres.

- Stay at the tyre side when inflating.

- Check the pressure only when the tractor is unloaded and tyres are cold to avoid wrong readings due to over–pressure.

- Never cut, nor weld a rim with the inflated tyre assembled.

- To remove the wheels, block both front and rear tractor wheels. Raise the tractor and install safe and stable supports under the tractor in accordance with regulations in force.

- Deflate the tyre before removing any object caught into the tyre tread.

- Never inflate tyres using flammable gases as they may originate explosions and cause injuries to bystanders.

REMOVAL AND INSTALLATION

- Lift and handle all heavy components using lifting equipment of adequate capacity. Ensure that parts are supported by appropriate slings and hooks. Use lifting eyes provided to this purpose. Take care of the persons near the loads to be lifted.

HEALTH AND SAFETY

CONTENT

Section	Description	Page
	HEALTH AND SAFETY PRECAUTIONS	4
	ACIDS AND ALKALIS	5
	ADHESIVES AND SEALERS – see Fire	5
	ANTIFREEZE – see Fire, Solvents e.g. Isopropanol, Ethylene Glycol, Methanol.	5
	ARC WELDING – see Welding.	5
	BATTERY ACIDS – see Acids and Alkalis.	5
	BRAKE AND CLUTCH FLUIDS (Polyalkylene Glycols) – see Fire.	6
	BRAZING – see Welding.	6
	CHEMICAL MATERIALS – GENERAL – see Legal Aspects.	6
	DO'S	6
	DO NOTS	6
	CORROSION PROTECTION MATERIALS – see Solvents, Fire.	6
	DUSTS	7
	ELECTRIC SHOCK	7
	EXHAUST FUMES	7
	FIBRE INSULATION – see Dusts.	7
	FIRE – see Welding, Foams, Legal Aspects.	7
	FIRST AID	7
	FOAMS – Polyurethane – see Fire.	7
	FUELS – see Fire, Legal Aspects, Chemicals – General, Solvents.	8
	GAS CYLINDERS – see Fire.	8
	GENERAL WORKSHOP TOOLS AND EQUIPMENT	9
	LEGAL ASPECTS	9
	LUBRICANTS AND GREASES	9
	PAINTS – see Solvents and Chemical Materials – General.	10
	SOLDER – see Welding.	10
	SOLVENTS – see Chemical Materials – General Fuels (Kerosene), Fire.	10
	SUSPENDED LOADS	11
	WELDING – see Fire, Electric Shock, Gas Cylinders.	11

HEALTH AND SAFETY PRECAUTIONS

Many of the procedures associated with vehicle maintenance and repair involve physical hazards or other risks to health. This section lists, alphabetically, some of these hazardous operations and the materials and equipment associated with them. The precautions necessary to avoid these hazards are identified.

The list is not exhaustive and all operations and procedures and the handling of materials, should be carried out with health and safety in mind.

ACIDS AND ALKALIS – see Battery acids, e.g. caustic soda, sulphuric acid.

Used in batteries and cleaning materials.

Irritant and corrosive to the skin, eyes, nose and throat. Causes burns.

Avoid splashes to the skin, eyes and clothing. Wear suitable protective gloves and goggles. Can destroy ordinary protective clothing. Do not breathe mists.

Ensure access to water and soap is readily available for splashing accidents.

ADHESIVES AND SEALERS – see Fire

Highly Flammable, Flammable, combustible.

Generally should be stored in “No Smoking” areas; cleanliness and tidiness in use should be observed, e.g. disposable paper covering benches; should be dispensed from applicators where possible; containers, including secondary containers, should be labelled.

Solvent based Adhesives/Sealers – See Solvents.

Follow manufacturers instructions.

Water based Adhesives/Sealers

Those based on polymer emulsions and rubber lattices may contain small amounts of volatile toxic and harmful chemicals. Skin and eye contact should be avoided and adequate ventilation provided during use.

Follow manufacturers instructions.

Resin based Adhesives/Sealers – e.g. epoxide and formaldehyde resin based.

Mixing should only be carried out in well ventilated areas as harmful or toxic volatile chemicals may be released.

Skin contact with uncured resins and hardeners can result in irritation; dermatitis and absorption of toxic or harmful chemicals through the skin. Splashes can damage the eyes.

Provide adequate ventilation and avoid skin and eye contact. Follow manufacturers instructions.

Anaerobic, Cyanoacrylate and other Acrylic Adhesives

Many are irritant, sensitizing or harmful to the skin. Some are eye irritants.

Skin and eye contact should be avoided and the manufacturers instructions followed.

Cyanoacrylate adhesives (super–glues) must not contact the skin or eyes. If skin or eye tissue is bonded cover with a clean moist pad and get medical attention. do not attempt to pull tissue apart. Use in well ventilated areas as vapours can cause irritation of the nose and eyes.

For two–pack systems see Resin based adhesives/sealers.

Isocyanate (Polyurethane) Adhesives/ Sealers – see Resin based Adhesives.

Individuals suffering from asthma or respiratory allergies should not work with or near these materials as sensitivity reactions can occur.

Any spraying should preferably be carried out in exhaust ventilated booths removing vapours and spray droplets from the breathing zone. Individuals working with spray applications should wear supplied air respirators.

ANTIFREEZE – see Fire, Solvents e.g. Isopropanol, Ethylene Glycol, Methanol.

Highly Flammable, Flammable, Combustible.

Used in vehicle coolant systems, brake air pressure systems, screenwash solutions.

Vapours given off from coolant antifreeze (glycol) arise only when heated.

Antifreeze may be absorbed through the skin in toxic or harmful quantities. Antifreeze if swallowed is fatal and medical attention must be found immediately.

ARC WELDING – see Welding.

BATTERY ACIDS – see Acids and Alkalis.

Gases released during charging are explosive. Never use naked flames or allow sparks near charging or recently charged batteries.

BRAKE AND CLUTCH FLUIDS (Polyalkylene Glycols) – see Fire.

Combustible.

Splashes to the skin and eyes are slightly irritating. Avoid skin and eye contact as far as possible. Inhalation of vapour hazards do not arise at ambient temperatures because of the very low vapour pressure.

BRAZING – see Welding.

CHEMICAL MATERIALS – GENERAL – see Legal Aspects.

Chemical materials such as solvents, sealers, adhesives, paints, resin foams, battery acids, antifreeze, brake fluids, oils and grease should always be used with caution and stored and handled with care. They may be toxic, harmful, corrosive, irritant or highly inflammable and give rise to hazardous fumes and dusts.

The effects of excessive exposure to chemicals may be immediate or delayed; briefly experienced or permanent; cumulative; superficial; life threatening; or may reduce life–expectancy.

DO'S

Do remove chemical materials from the skin and clothing as soon as practicable after soiling. Change heavily soiled clothing and have it cleaned.

Do carefully read and observe hazard and precaution warnings given on material containers (labels) and in any accompanying leaflets, poster or other instructions. Material health and safety data sheets can be obtained from Manufacturers.

Do organise work practices and protective clothing to avoid soiling of the skin and eyes; breathing vapours/aerosols/dusts/fumes; inadequate container labelling; fire and explosion hazards.

Do wash before job breaks; before eating, smoking, drinking or using toilet facilities when handling chemical materials.

Do keep work areas clean, uncluttered and free of spills.

Do store according to national and local regulations.

Do keep chemical materials out of reach of children.

DO NOTS

Do Not mix chemical materials except under the manufacturers instructions; some chemicals can form other toxic or harmful chemicals; give off toxic or harmful fumes; be explosive when mixed together.

Do Not spray chemical materials, particularly those based on solvents, in confined spaces e.g. when people are inside a vehicle.

Do Not apply heat or flame to chemical materials except under the manufacturers' instructions. Some are highly inflammable and some may release toxic or harmful fumes.

Do Not leave containers open. Fumes given off can build up to toxic, harmful or explosive concentrations. Some fumes are heavier than air and will accumulate in confined areas, pits etc.

Do Not transfer chemical materials to unlabelled containers.

Do Not clean hands or clothing with chemical materials. Chemicals, particularly solvents and fuels will dry the skin and may cause irritation with dermatitis. Some can be absorbed through the skin in toxic or harmful quantities.

Do Not use emptied containers for other materials, except when they have been cleaned under supervised conditions.

Do Not sniff or smell chemical materials. Brief exposure to high concentrations of fumes can be toxic or harmful.

Clutch Fluids – see Brake and Clutch Fluids.

Clutch Linings and Pads – see Brake and Clutch Linings and Pads.

CORROSION PROTECTION MATERIALS – see Solvents, Fire.

Highly flammable, flammable.

These materials are varied and the manufacturers instructions should be followed. They may contain solvents, resins, petroleum products etc. Skin and eye contact should be avoided. They should only be sprayed in conditions of adequate ventilation and not in confined spaces.

Cutting – see Welding.

De–Waxing – see Solvents and Fuels (Kerosene).

DUSTS

Powder, dusts or clouds may be irritant, harmful or toxic. Avoid breathing dusts from powdery chemical materials or those arising from dry abrasion operations. Wear respiratory protection if ventilation is inadequate.

ELECTRIC SHOCK

Electric shocks can result from the use of faulty electrical equipment or from the misuse of equipment even in good condition.

Ensure that electrical equipment is maintained in good condition and frequently tested.

Ensure that flexes, cables, plugs and sockets are not frayed, kinked, cut, cracked or otherwise damaged.

Ensure that electric equipment is protected by the correct rated fuse.

Never misuse electrical equipment and never use equipment which is in any way faulty. The results could be fatal.

Use reduced voltage equipment (110 volt) for inspection and working lights where possible.

Ensure that the cables of mobile electrical equipment cannot get trapped and damaged, such as in a vehicle hoist.

Use air operated mobile equipment where possible in preference to electrical equipment.

In cases of electrocution:–

– switch off electricity before approaching victim

– if this is not possible, push or drag victim from source of electricity using dry non–conductive material

– commence resuscitation if trained to do so

– SUMMON MEDICAL ASSISTANCE

EXHAUST FUMES

These contain asphyxiating, harmful and toxic chemicals and particles such as carbon oxides, nitrogen oxides, aldehydes, lead and aromatic hydrocarbons. Engines should only be run under conditions of adequate extraction or general ventilation and not in confined spaces.

Gasolene (Petrol) Engine

There may not be adequate warning properties of odour or irritation before immediate and delayed toxic or harmful effects arise.

Diesel Engine

Soot, discomfort and irritation usually give adequate warning of hazardous fume concentrations.

FIBRE INSULATION – see Dusts.

Used in noise and sound insulation.

The fibrous nature of surfaces and cut edges can cause skin irritation. This is usually a physical and not a chemical effect.

Precautions should be taken to avoid excessive skin contact through careful organisation of work practices and the use of gloves.

FIRE – see Welding, Foams, Legal Aspects.

Many of the materials found on or associated with the repair of vehicles are highly flammable. Some give off toxic or harmful fumes if burnt.

Observe strict fire safety when storing and handling flammable materials or solvents, particularly near electrical equipment or welding processes.

Ensure before using electrical or welding equipment but that there is no fire hazard present.

Have a suitable fire extinguisher available when using welding or heating equipment.

FIRST AID

Apart from meeting any legal requirements it is desirable for someone in the workshop to be trained in first aid procedures.

Splashes in the eye should be flushed with clean water for at least ten minutes.

Soiled skin should be washed with soap and water.

Inhalation affected individuals should be removed to fresh air immediately.

If swallowed or if effects persist consult a doctor with information (label) on material used.

Do not induce vomiting (unless indicated by manufacturer).

FOAMS – Polyurethane – see Fire.

Used in sound and noise insulation. Cured foams used in seat and trim cushioning.

Follow manufacturers instructions.

Unreacted components are irritating and may be harmful to the skin and eyes. Wear gloves and goggles.

Individuals with chronic respiratory diseases, asthma, bronchial medical problems or histories of allergic diseases should not work with or near uncured materials.

The components, vapours, spray mists can cause direct irritation, sensitivity reactions and may be toxic or harmful.

Vapours and spray mists must not be breathed. These materials must be applied with adequate ventilation and respiratory protection. Do not remove respirator immediately after spraying, wait until vapour/ mists have cleared.

Burning of the uncured components and the cured foams can generate toxic and harmful fumes.

Smoking, open flames or the use of electrical equipment during foaming operations and until vapours/mists have cleared should not be allowed. Any heat cutting of cured foams or partially cured foams should be conducted with extraction ventilation (see Body Section 44 Legal and Safety Aspects).

FUELS – see Fire, Legal Aspects, Chemicals – General, Solvents.

Used as fuels and cleaning agents.

Gasolene (Petrol).

Highly flammable.

Swallowing can result in mouth and throat irritation and absorption from the stomach can result in drowsiness and unconsciousness. Small amounts can be fatal to children. Aspiration of liquid into the lungs, e.g. through vomiting, is a very serious hazard.

Gasolene dries the skin and can cause irritation and dermatitis on prolonged or repeated contact. Liquid in the eye causes severe smarting.

Motor gasolene may contain appreciable quantities of benzene, which is toxic upon inhalation and the concentrations of gasolene vapours must be kept very low. High concentrations will cause eye, nose and throat irritation, nausea, headache, depression and symptoms of drunkenness. Very high concentrations will result in rapid loss of consciousness.

Ensure there is adequate ventilation when handling and using gasolene. Great care must be taken to avoid the serious consequences of inhalation in the event of vapour build up arising from spillages in confined spaces.

Special precautions apply to cleaning and maintenance operations on gasolene storage tanks.

Gasolene should not be used as a cleaning agent. It must not be siphoned by mouth.

Kerosene (Paraffin)

Used also as heating fuel, solvent and cleaning agent.

Flammable.

Irritation of the mouth and throat may result from swallowing. The main hazard from swallowing arises if liquid aspiration into the lungs occurs. Liquid contact dries the skin and can cause irritation or dermatitis. Splashes in the eye may be slightly irritating.

In normal circumstances the low volatility does not give rise to harmful vapours. Exposure to mists and vapours from kerosene at elevated temperatures should be avoided (mists may arise in de–waxing). Avoid skin and eye contact and ensure there is adequate ventilation.

Gas–Oil (Diesel Fuel) – see Fuels (Kerosene).

Combustible.

Gross or prolonged skin contact with high boiling gas oils may also cause serious skin disorders including skin cancer.

GAS CYLINDERS – see Fire.

Gases such as oxygen, acetylene, carbon dioxide, argon and propane are normally stored in cylinders at pressures of up to 140 bar (2000 lb/in^2) and great care should be taken in handling these cylinders to avoid mechanical damage to them or to the valve gear attached. The contents of each cylinder should be clearly identified by appropriate markings.

Cylinders should be stored in well ventilated enclosures, and protected from ice and snow, or direct sunlight. Fuel gases (e.g. acetylene and propane) should not be stored in close proximity to oxygen cylinders.

Care should be exercised to prevent leaks from gas cylinders and lines, and to avoid sources of ignition.

Only trained personnel should undertake work involving gas cylinders.

Gases – see Gas Cylinders.

Gas Shielded Welding – see Welding.

Gas Welding – see Welding.

GENERAL WORKSHOP TOOLS AND EQUIPMENT

It is essential that all tools and equipment are maintained in good condition and the correct safety equipment used where required.

Never use tools or equipment for any purpose other than that for which they were designed.

Never overload equipment such as hoists, jacks, axle and chassis stands or lifting slings. Damage caused by overloading is not always immediately apparent and may result in a fatal failure the next time that the equipment is used.

Do not use damaged or defective tools or equipment, particularly high speed equipment such as grinding wheels. A damaged grinding wheel can disintegrate without warning and cause serious injury.

Wear suitable eye protection when using grinding, chiselling or sand blasting equipment.

Wear a suitable breathing mask when using sand blasting equipment, working with asbestos based materials or using spraying equipment.

Glues – see Adhesives and Sealers.

High Pressure Air, Lubrication and Oil Test Equipment – see Lubricants and Greases.

Always keep high pressure equipment in good condition and regularly maintained, particularly at joints and unions.

Never direct a high pressure nozzle at the skin as the fluid may penetrate to the underlying tissue etc. and cause serious injury.

LEGAL ASPECTS

Many laws and regulations make requirements relating to health and safety in the use of materials and equipment in workshops. Always conform to the laws and regulations applicable to the country in which you are working.

Workshops should be familiar, in detail, with the associated laws and regulations. Consult the local factory inspectorate or appropriate authority if in any doubt.

LUBRICANTS AND GREASES

Avoid all prolonged and repeated contact with mineral oils, especially used oils. Used oils contaminated during service (e.g. routine service change sump oils) are more irritating and more likely to cause serious effects including skin cancer in the event of gross and prolonged skin contact.

Wash skin thoroughly after work involving oil. Proprietary hand cleaners may be of value provided they can be removed from the skin with water. Do not use petrol, paraffin or other solvents to remove oil from the skin.

Lubricants and greases may be slightly irritating to the eyes.

Repeated or prolonged skin contact should be avoided by wearing protective clothing if necessary. Particular care should be taken with used oils and greases containing lead. Do not allow work clothing to be contaminated with oil. Dry clean or launder such clothing at regular intervals. Discard oil soaked shoes.

Do not employ used engine oils as lubricants or for any application where appreciable skin contact is likely to occur. Used oils may only be disposed of in accordance with local regulations.

Noise Insulation Materials – see Foams, Fibre Insulation.

PAINTS – see Solvents and Chemical Materials – General.

Highly Flammable, Flammable.

One Pack. Can contain harmful or toxic pigments, driers and other components as well as solvents. Spraying should only be carried out with adequate ventilation.

Two Pack. Can also contain harmful and toxic unreacted resins and resin hardening agents. The manufacturers instructions should be followed and the section of page 5 on resin based adhesives, isocyanate containing Adhesives and Foams should be consulted.

Spraying should preferably be carried out in exhausted ventilated booths removing vapour and spray mists from the breathing zone. Individuals working in booths should wear respiratory protection. Those doing small scale repair work in the open shop should wear supplied air respirators.

Paint Thinners – see Solvents.

Petrol – see Fuels (Gasolene).

Pressurised Equipment – see High Pressure Air, Lubrication and Oil Test Equipment.

Resistance Welding – see Welding.

Sealers – see Adhesives and Sealers.

SOLDER – see Welding.

Solders are mixtures of metals such that the melting point of the mixture is below that of the constituent metals (normally lead and tin). Solder application does not normally give rise to toxic lead fumes, provided a gas/air flame is used. Oxy–acetylene flames should not be used, as they are much hotter and will cause lead fumes to be evolved.

Some fumes may be produced by the application of any flame to surfaces coated with grease etc. and inhalation of these should be avoided.

Removal of excess solder should be undertaken with care, to ensure that fine lead dust is not produced, which can give toxic effects if inhaled. Respiratory protection may be necessary.

Solder spillage and filing should be collected and removed promptly to prevent general air contamination by lead.

High standards of personal hygiene are necessary in order to avoid indigestion of lead or inhalation of solder dust from clothing.

SOLVENTS – see Chemical Materials – General Fuels (Kerosene), Fire.

e.g. Acetone, white spirit, toluene, xylene, trichlorethane.

Used in cleaning materials, de–waxing, paints, plastics, resins, thinners etc.

Highly Inflammable, Flammable.

Skin contact will degrease the skin and may result in irritation and dermatitis following repeated or prolonged contact. Some can be absorbed through the skin in toxic or harmful quantities.

Splashes in the eye may cause severe irritation and could lead to loss of vision.

Brief exposure to high concentrations of vapours or mists will cause eye and throat irritation, drowsiness, dizziness, headaches and in the worst circumstances, unconsciousness.

Repeated or prolonged exposures to excessive but lower concentrations of vapours or mists, for which there might not be adequate warning indications, can cause more serious toxic or harmful effects.

Aspiration into the lungs (e.g. through vomiting) is the most serious consequence of swallowing.

Avoid splashes to the skin, eyes and clothing. Wear protective gloves, goggles and clothing if necessary.

Ensure good ventilation when in use, avoid breathing fumes, vapours and spray mists and keep containers tightly sealed. Do not use in confined spaces.

When the spraying material contains solvents, e.g. paints, adhesives, coatings, use extraction ventilation or personal respiratory protection in the absence of adequate general ventilation.

Do not apply heat or flame except under specific and detailed manufacturers instructions.

Sound Insulation – see Fibre Insulation, Foams.

Spot Welding – see Welding.

SUSPENDED LOADS

There is always a danger when loads are lifted or suspended. Never work under an unsupported suspended or raised load, e.g. jacked up vehicle, suspended engine, etc.

Always ensure that lifting equipment such as jacks, hoists, axle stands, slings, etc. are adequate and suitable for the job, in good condition and regularly maintained.

Never improvise lifting tackle.

Underseal – see Corrosion Protection.

WELDING – see Fire, Electric Shock, Gas Cylinders.

Welding processes include Resistance Welding (Spot Welding), Arc Welding and Gas Welding.

Resistance Welding

This process may cause particles of molten metal to be emitted at high velocity and the eyes and skin must be protected.

Arc Welding

This process emits a high level of ultraviolet radiation which may cause eye and skin burns to the welder and to other persons nearby. Gas–shielded welding processes are particularly hazardous in this respect. Personal protection must be worn, and screens used to shield other people.

Metal spatter will also occur and appropriate eye and skin protection is necessary.

The heat of the welding arc will produce fumes and gases from the metals being welded and from any applied coatings or contamination on the surfaces being worked on. These gases and fumes may be toxic and inhalation should always be avoided. The use of extraction ventilation to remove the fumes from the working area may be necessary, particularly in cases where the general ventilation is poor, or where considerable welding work is anticipated. In extreme cases where adequate ventilation cannot be provided, supplied air respirators may be necessary.

Gas Welding

Oxy–acetylene torches may be used for welding and cutting and special care must be taken to prevent leakage of these gases, with consequent risk of fire and explosion.

The process will produce metal spatter and eye and skin protection is necessary.

The flame is bright and eye protection should be used, but the ultra–violet emission is much less than that from arc welding, and lighter filters may be used.

The process itself produces few toxic fumes, but such fumes and gases may be produced from coatings on the work, particularly during cutting away of damaged body parts and inhalation of the fumes should be avoided.

In brazing, toxic fumes may be evolved from the metals in the brazing rod, and a severe hazard may arise if brazing rods containing cadmium are used. In this event particular care must be taken to avoid inhalation of fumes and expert advice may be required.

SPECIAL PRECAUTIONS MUST BE TAKEN BEFORE ANY WELDING OR CUTTING TAKES PLACE ON VESSELS WHICH HAVE CONTAINED COMBUSTIBLE MATERIALS, E.G. BOILING OR STEAMING OUT OF FUEL TANKS.

White Spirit – see Solvents.

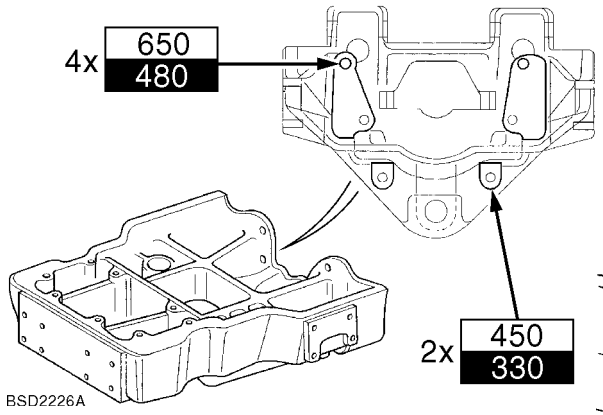
SECTION 10 – ENGINE

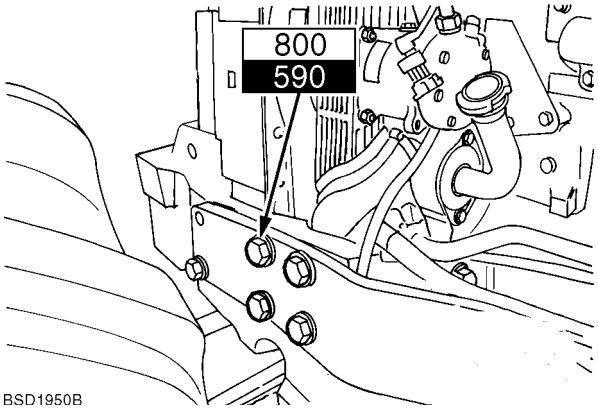
Chapter 1 – Separating and Removing The Engine

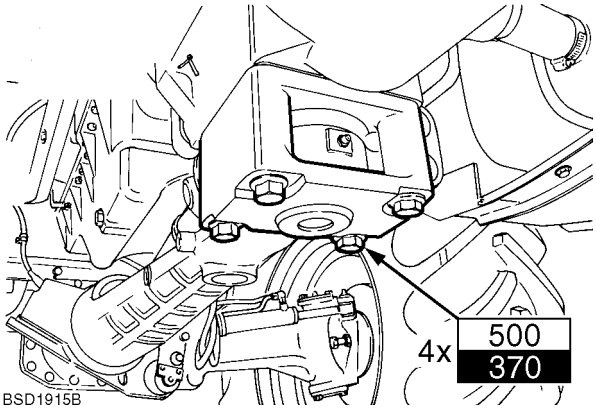
CONTENT

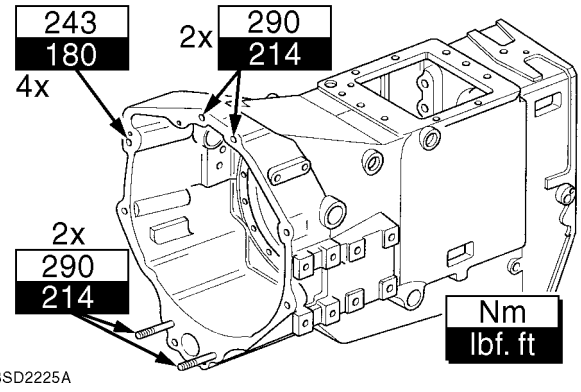
Section	Description	Page
	Torques	2
	Special Tools	3
10 100	Separating Front Axle and Front Support From Engine	4
	Separating Engine and Front Support from Transmission	14
10 100	Engine Removal	21

TORQUE VALUES









1

The following general nut and bolt installation torque requirements (lubricated) apply to any operation not previously listed.

INCH SERIES	lbf ft	Nm
1/4 – 20	8	11
1/4 – 28	8	11
5/16 –18	14	19
5/16 –24	17	23
3/4 – 16	23	31
3/4 – 24	33	45
7/16 –14	48	65
7/16 –20	55	75
1/2 – 13	65	88
1/2 – 20	75	102
9/16 –18	90	122
5/6 –18	138	187

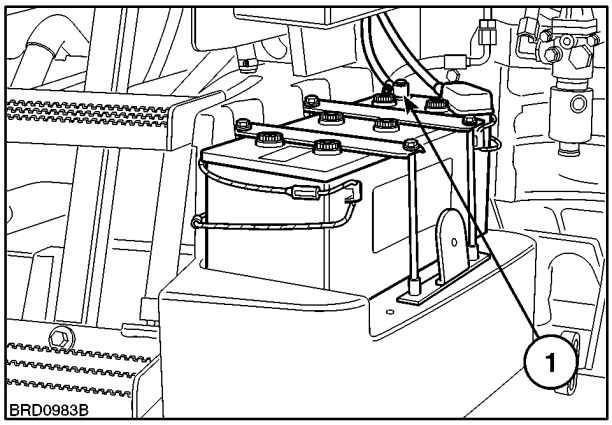
SPECIAL TOOLS

(Prior Tool Numbers, where applicable, shown in brackets)

Description	New Holland Tool Number	Prior Tool Number
Engine Lifting Brackets	82932534 and 82852825	–
Engine revolving stand	290090 or 293296	–
Engine overhaul brackets kit –Use with 290090	293860	–
Tractor splitting kit	297471	MS.2700 C
Engine support brackets (for use with tractor splitting kit)	297617	

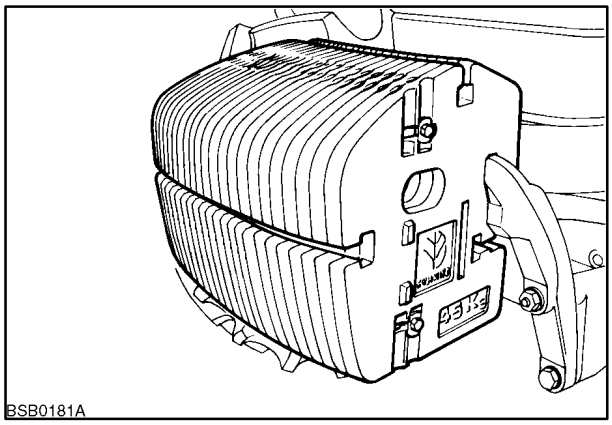
Separating Front Axle and Support From Engine Op No 10 001

1. Disconnect battery ground (earth) lead (1) and then disconnect the positive lead.



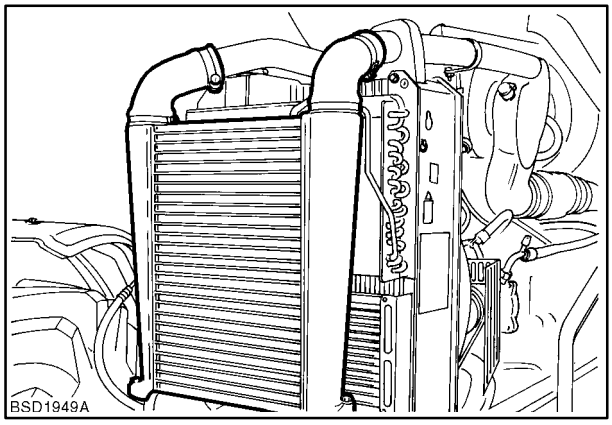
2

2. If front weights are fitted to the front of the tractor remove using suitable hoist with adequate safe working load.



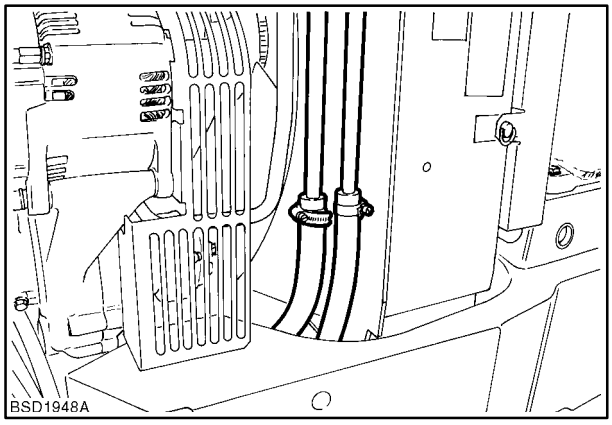
3

3. Disconnect air to air intercooler pipes.



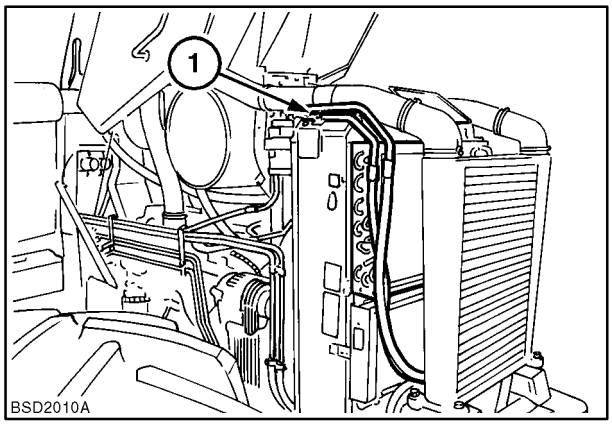
4

4. Disconnect transmission oil cooler hoses and drain oil into clean container.



5

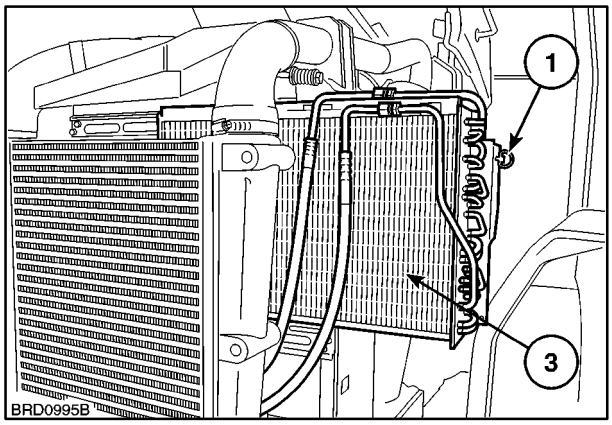
5. Remove clips (1) securing air conditioning condensor tubes to side of radiator.



6

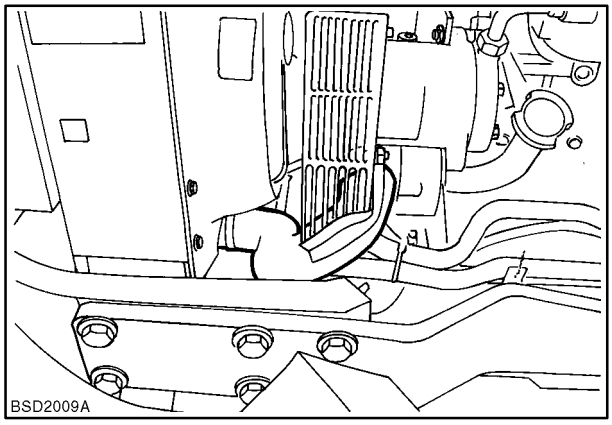
6. Withdraw condensor from front of radiator and place in a safe place on side of engine.

***IMPORTANT: Never** disconnect the hoses to the condenser unless the air conditioning system has been evacuated as described in Section 50 of this Repair Manual.*



7

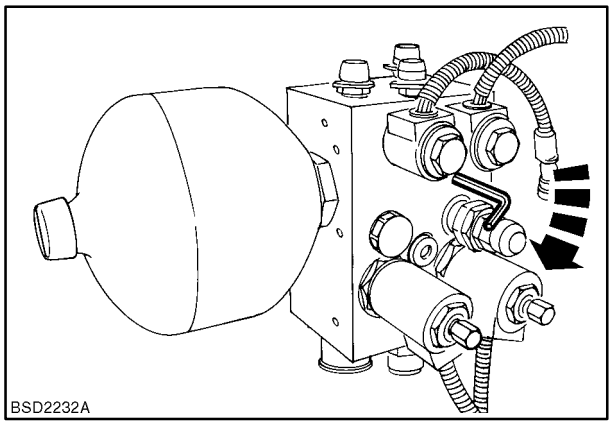
7. Drain the cooling system fluid into a clean container and disconnect the radiator hoses. Disconnection of the radiator lower hose provides a suitable drain point. Place a large clean tray under the vehicle to capture the fluid for future use.



8

8. **Tractors installed with suspended front axle**

   Depressurise the suspension system by rotating screw on top of the suspension load sense unload valve clockwise. When the tractor has lowered completely onto the front support stops rotate the screw counter clockwise to normal operating position.

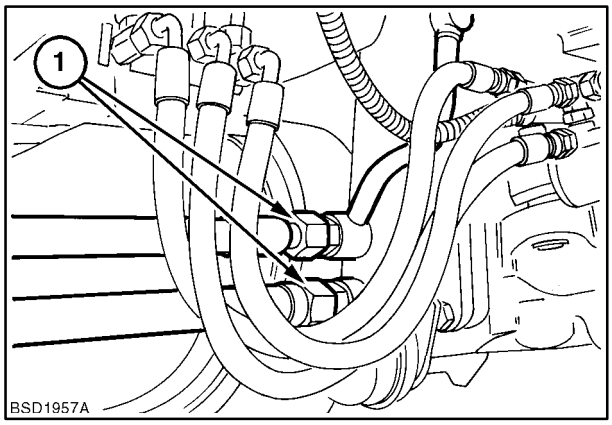


9

Disconnect the pipes to the front axle suspension cylinders.

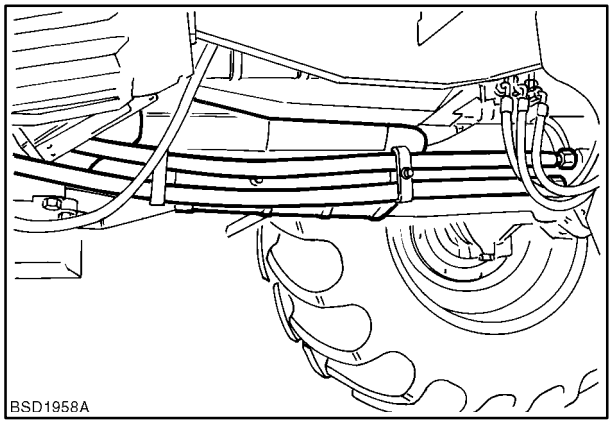
⚠ WARNING ⚠

On tractors with suspended front axle ensure suspension has been fully lowered as described above before disconnecting suspension cylinder hoses.



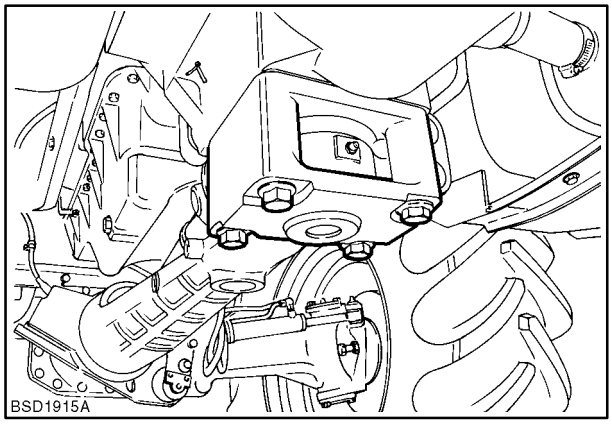
10

Remove suspension pipes and guard.



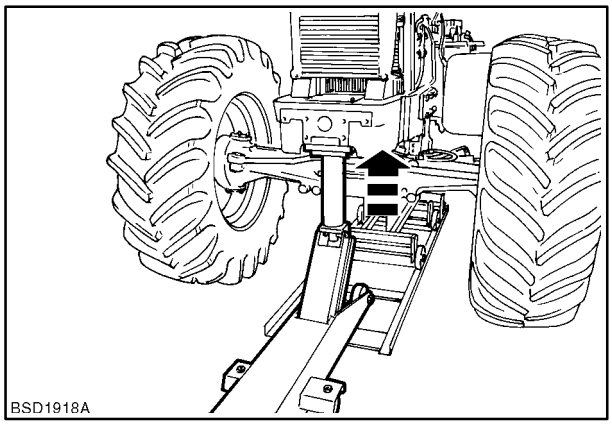
11

Remove the rear pivot block bolts.



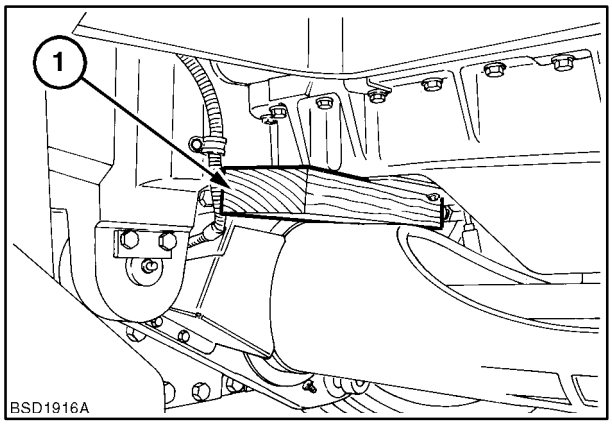
12

Position trolley jack beneath front support and raise front of tractor.



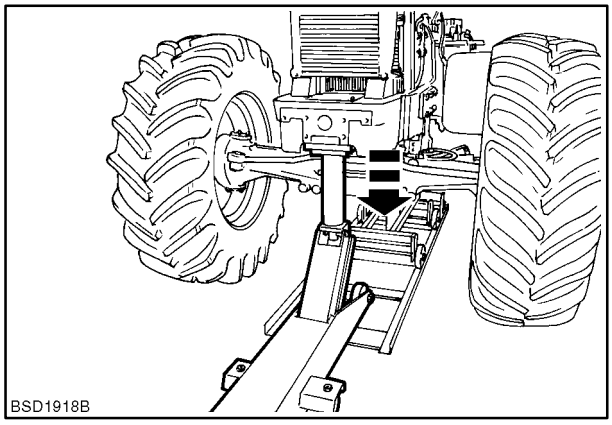
13

Position a suitable piece of strong timber between oil pan and suspension arm.



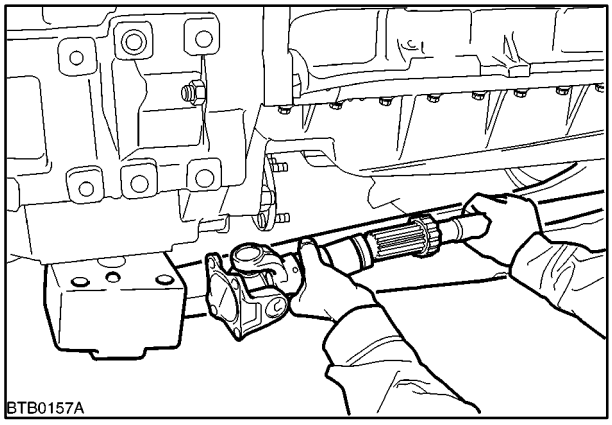
14

In a controlled manner lower the front of the tractor to the ground. The lowering action will cause the suspension arm pivot block to separate from the transmission casing.



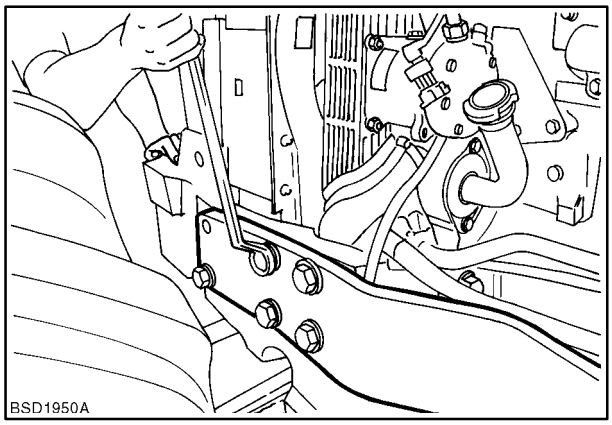
15

Disconnect and remove front wheel drive shaft universal joint.



16

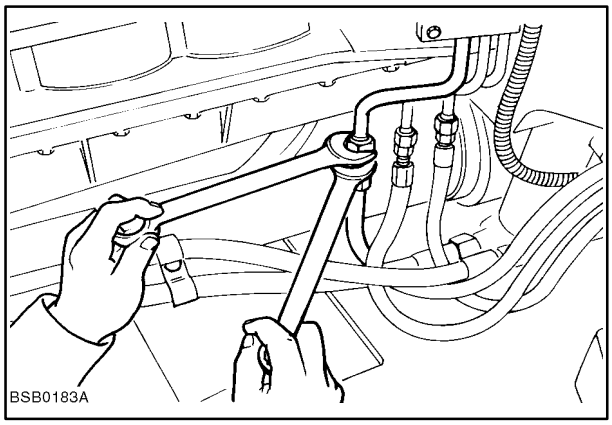
Remove engine side rails



17

Disconnect the 2 steering tubes and differential lock tube from the right hand side.

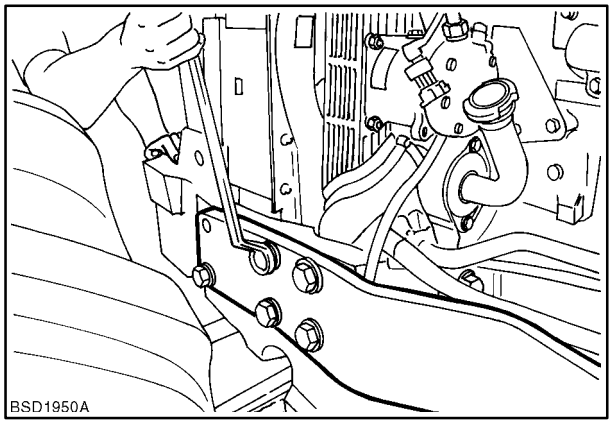
NOTE: f front axle brakes are fitted, disconnect the common brake pipe to the axle.



18

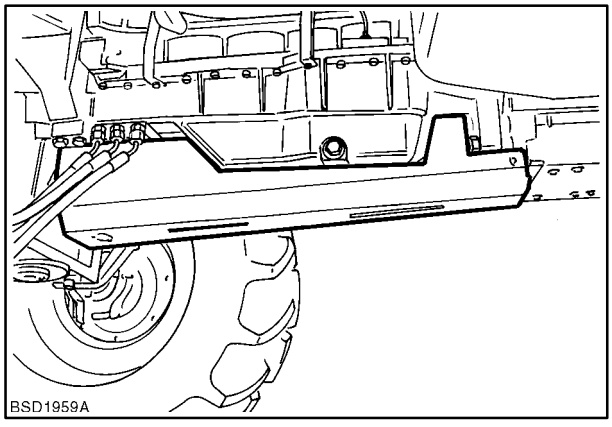
9. **Tractors not fitted with suspended front axle**:

   Remove engine side rails where fitted



19

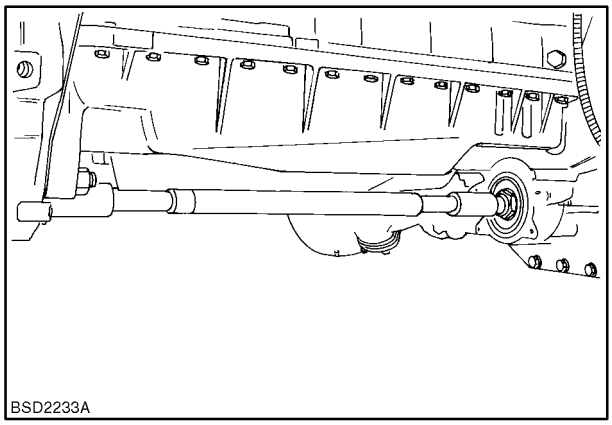
Remove front wheel drive shaft guard, if fitted.



20

Remove drive shaft.

NOTE: *The type of driveshaft fitted is dependant on type of axle installed*



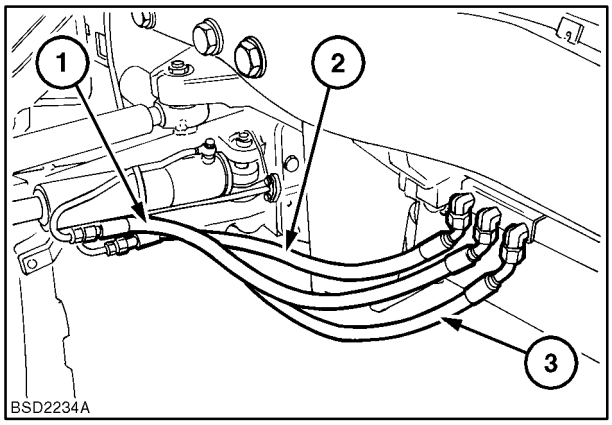
21

Disconnect power steering hoses (1) and (2) on each side of the tractor.

Disconnect differential lock hose (3)

NOTE: *Pipework will vary depending on type of axle installed.*

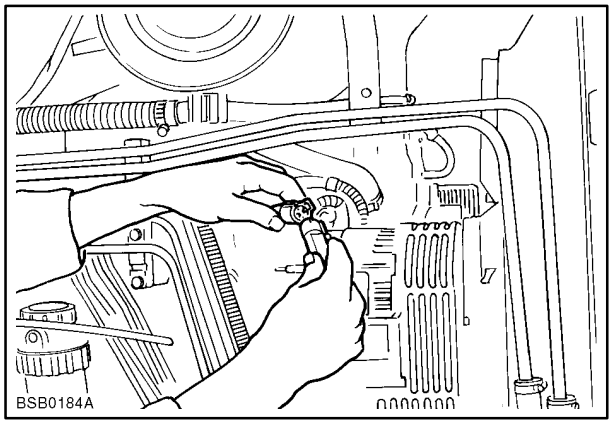
NOTE: If front axle brakes are fitted, disconnect the common brake pipe to the axle.



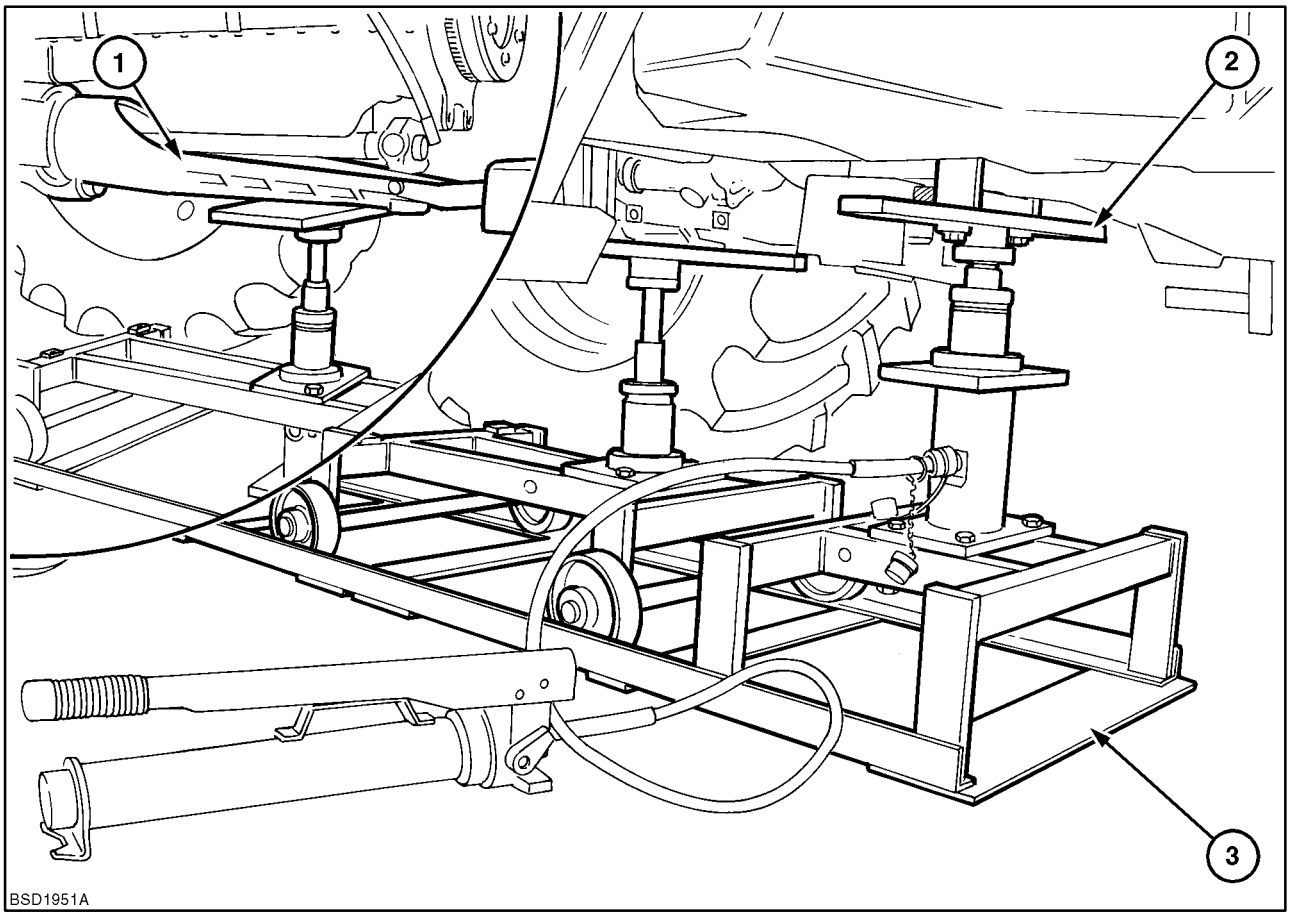
22

10. Inspect the harness connections between the engine and front support and disconnect where necessary to enable the front support and axle to be separated from the engine.

NOTE: *The type and number of connections to be disconnected is dependant on the build option and ancillary equipment fitted to the front of the tractor.*



23

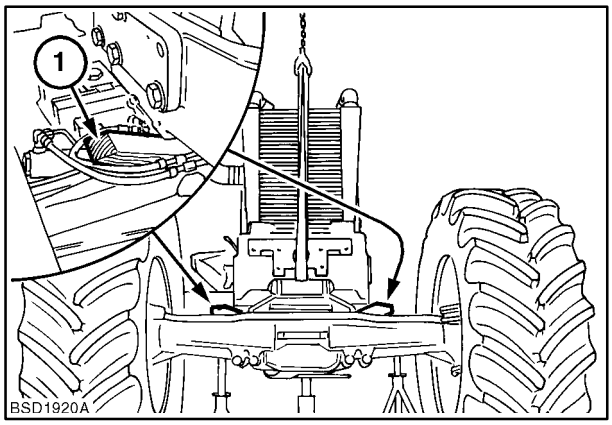


24

11. Position splitting kit (3) 297471 beneath tractor.
12. Use supports part of kit to support the transmission (2) on the splitting stand.
13. On tractors with suspended front axle support the suspension arm using the wheeled splitting trolley (1) which is part of tractor splitting kit.

NOTE: *On tractors not fitted with suspended front axle the engine may be supported using brackets 297617 and wheeled splitting trolley as illustrated in Figure 54.*

14. Position wooden wedges (1) between the front axle and support. These prevent articulation of the axle and must be used.

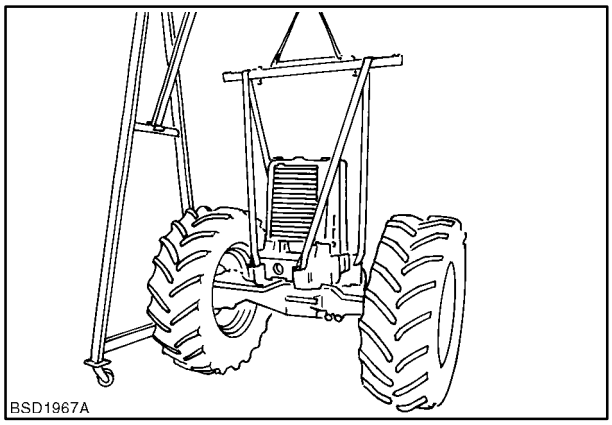


25

15. Using spreader bar and suitable chains or slings attach the front and rear of the support assembly to a moveable overhead hoist.

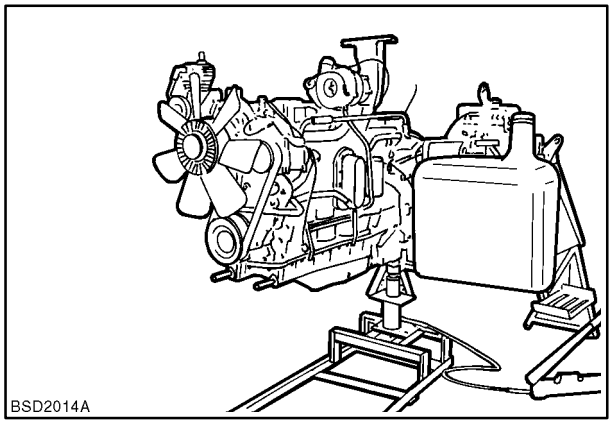
⚠ WARNING ⚠

Always ensure the support is adequately supported and will remain stable when seperated from the engine. Failure to provide adequate support may cause the assembly to be unstable with possible personal injury if the support tips forwards or backwards.



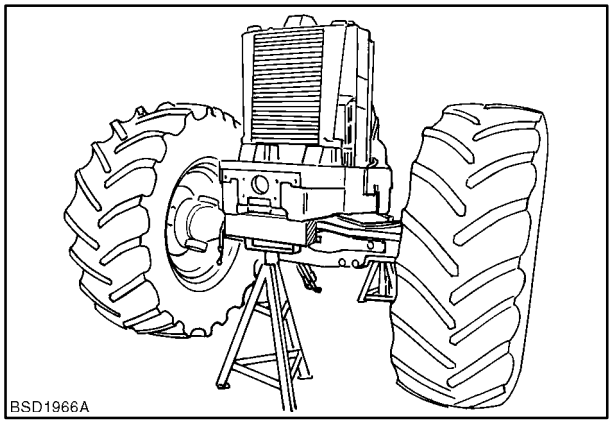
26

16. Remove front support to engine securing bolts and seperate front support from the engine.
17. Separate front support from engine.



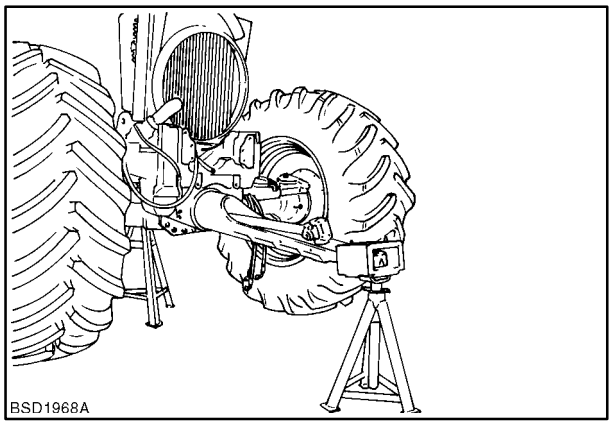
27

18. Support assembly on axle stands at front and rear of support.



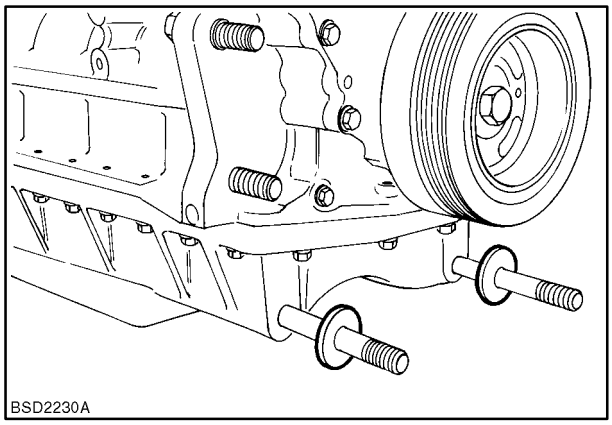
28

19. On tractors with suspended front axle position stands under the support and suspension arm.



29

20. Identify for use during re–assembly the two shims positioned between the engine sump and front support.

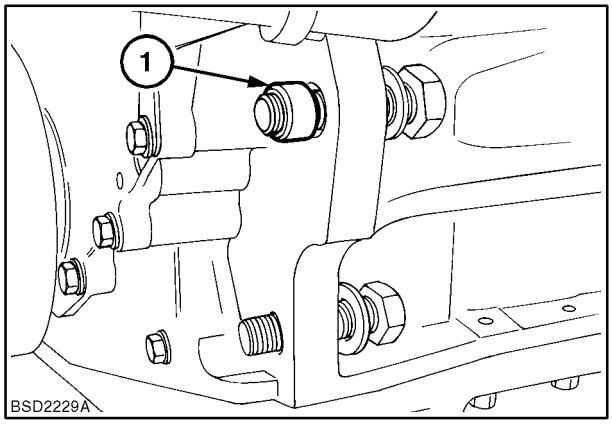


30

Installation

Installation is removal procedure in reverse however the following procedure must be observed when reassembling the front support to the engine.

1. Install spacers on two outer mounting bolts (1) on either side of the engine.

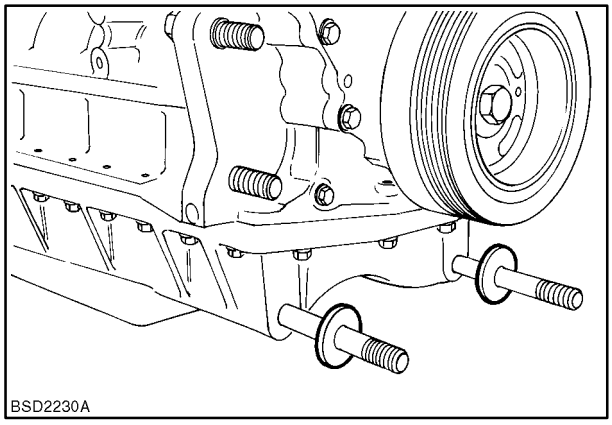


31

2. Ensure shims, Figure 30 removed during disassembly are re–positioned in the same location as when disassembled.

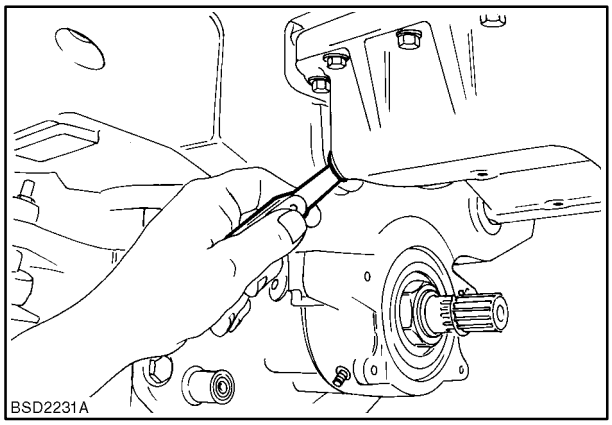
NOTE: *If a new front support or the engine oil pan has been removed and replaced during overhaul it is necessary to recalculate the new shim thickness to be installed using the following procedure.*

3. Install 4.5mm yellow shim part number 82026240 onto each of the engine mounting studs.



32

4. Assemble front support to engine and torque the four upper retaining bolts to specified torque
5. Using feeler gauges measure space between each shim and front support.



33

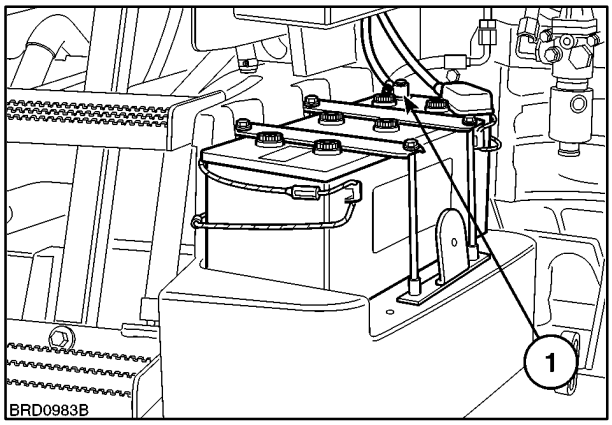
6. Add feeler gauge dimension to the 4.1mm shim thickness already installed and select appropriate shims from following list.

Colour Code	Shim Thickness	Part Number
Yellow	4.5 mm	82026240
Green	4.8 mm	82026241
Red	5.1 mm	82026242
Blue	5.4 mm	82026243
White	5.7 mm	82026244
Black	6.0 mm	82026245
Pink	6.3 mm	82026246
Light Blue	6.6 mm	82026247
Gold	6.9 mm	82026248
Lime	7.2 mm	82026249
Orange	7.5 mm	82026250
Blue/Grey	7.8 mm	82026251

7. Separate front support from engine and replace 4.1mm shims with shims of calculated thickness.
8. Reinstall front support and tighten retaining bolts to specified torques.

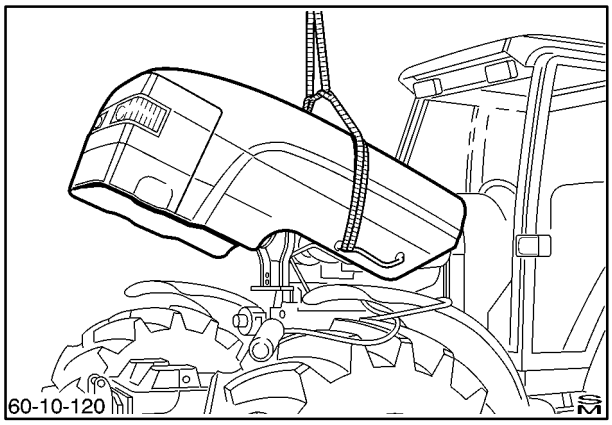
Separating Engine and Front Support from Transmission

1. Disconnect battery. The ground (earth) lead (1) should be disconnected first.



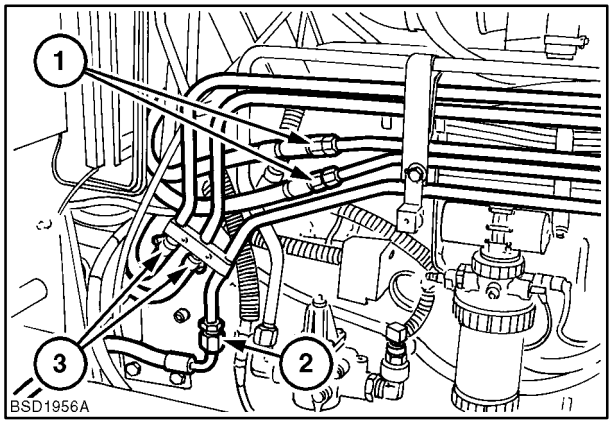
34

2. Disconnect hood harness connector and remove exhaust muffler and hood.



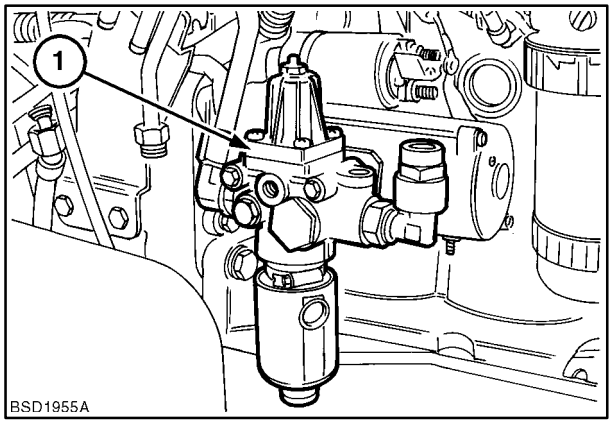
35

3. To ensure correct re–assembly identify steering pipes (1) and transmission oil cooler pipes (3) and disconnect. Similarly disconnect four wheel drive diff lock pipe (2).



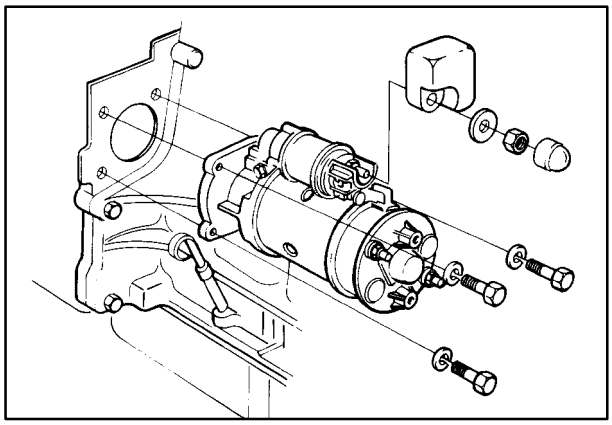
36

4. Remove air brake unload valve (1) where fitted.



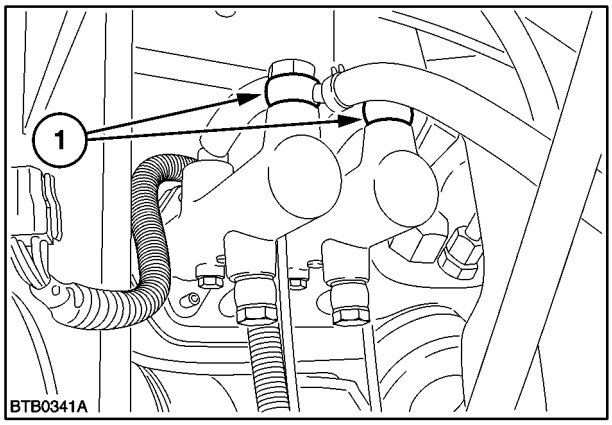
37

5. Disconnect harness and remove starter motor.



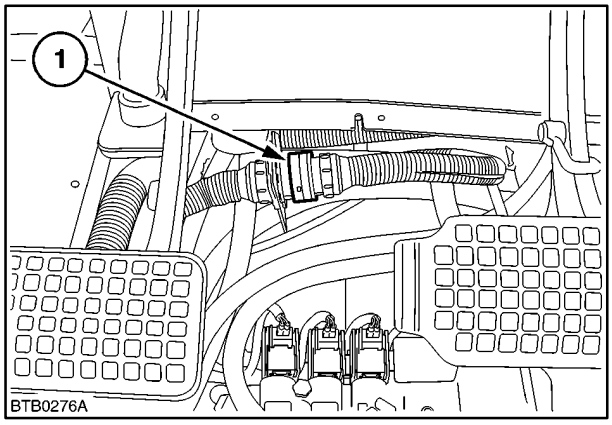
38

6. Disconnect brake tubes to master cylinder.



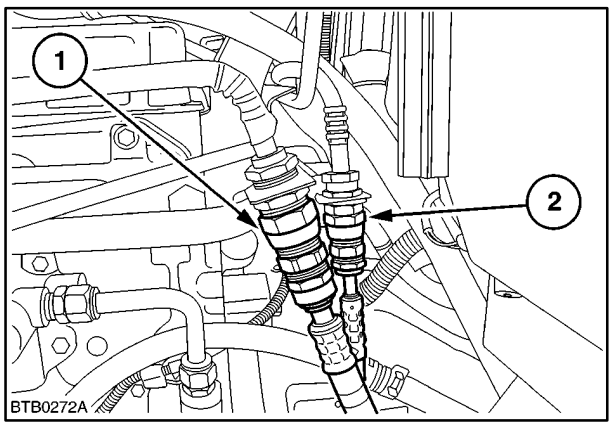
39

7. Disconnect main harness to engine harness connectors located beneath front of cab.



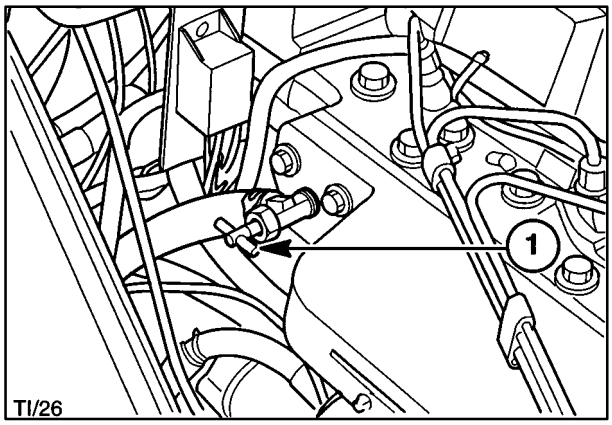
40

8. Disconnect air conditioning at quick release couplers on left hand side of engine.



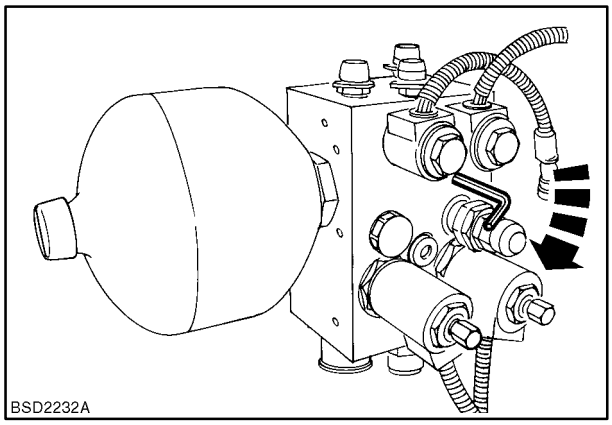
41

9. Disconnect water pipe to heater shut off tap at rear of cylinder head. Similarly disconnect water hose to cab near the engine bellhousing.



42

10. **Tractors with Suspended front axle**
Depressurise the suspension system by rotating screw on side of suspension load sense unload valve clockwise. When the tractor has lowered completely onto the front support stops rotate the screw fully counter clockwise to normal operating position.

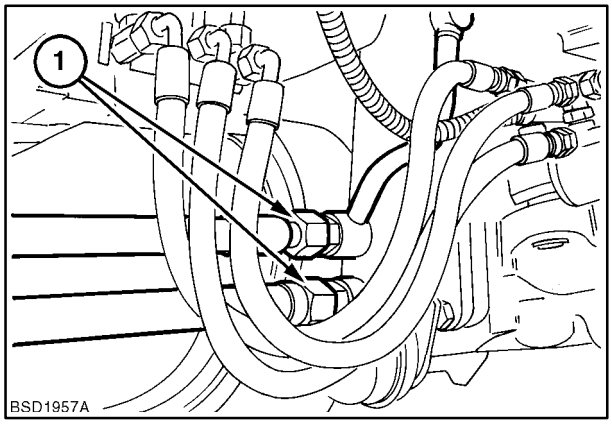


43

Disconnect the pipes to the front axle suspension cylinders.

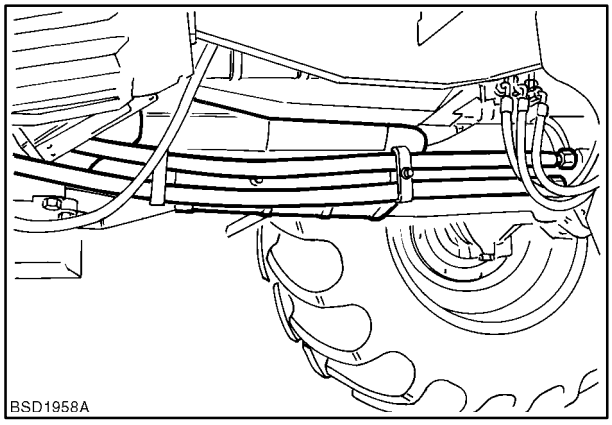
⚠ WARNING ⚠

On tractors with suspended front axle ensure suspension has been fully lowered as described above before disconnecting suspension cylinder hoses.



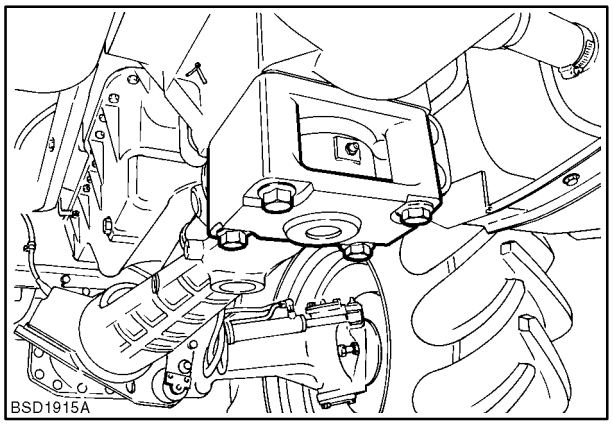
44

Remove suspension pipes and guard.



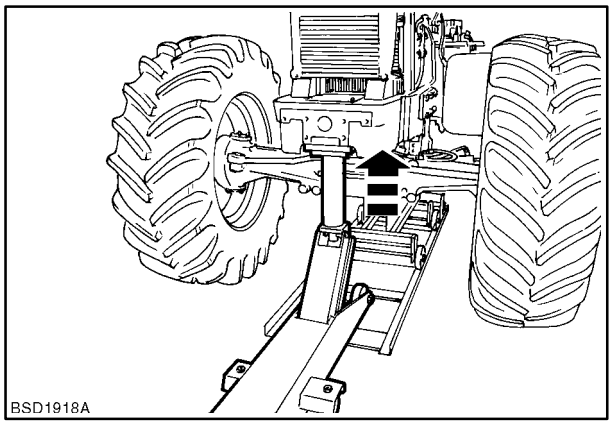
45

Remove the rear pivot block bolts.



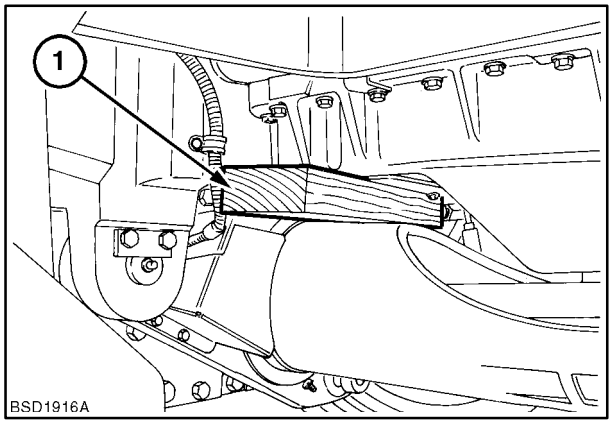
46

Position trolley jack beneath front support and raise front of tractor.



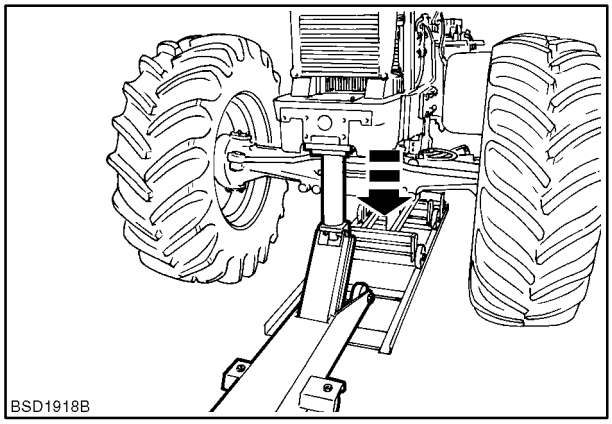
47

Position a suitable piece of strong timber (1) between oil pan and suspension arm.



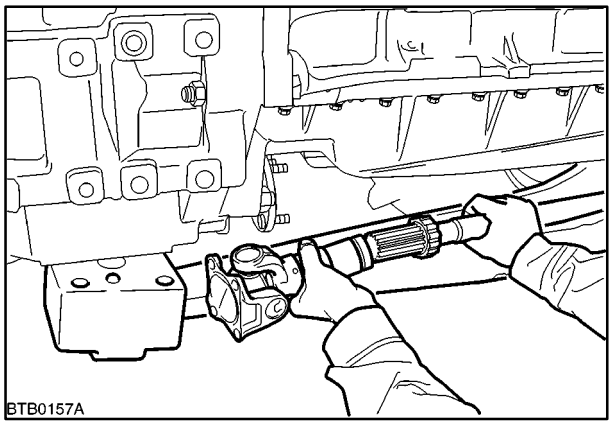
48

In a controlled manner lower the front of the tractor to the ground. The lowering action will cause the suspension arm pivot block to separate from the transmission casing.



49

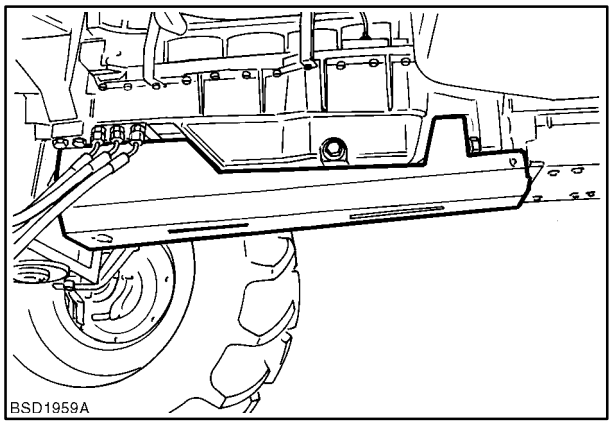
Disconnect and remove front wheel drive shaft universal joint.



50

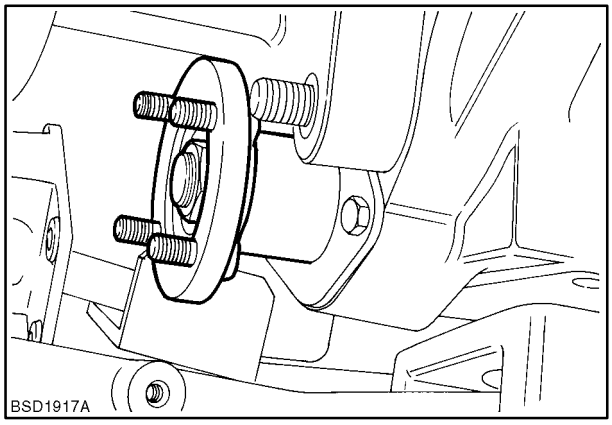
11. **Tractors with Standard Front Wheel Drive Axle**
Remove front wheel drive propshaft guard and propshaft

NOTE: *The type of driveshaft fitted is dependant on type of axle installed*



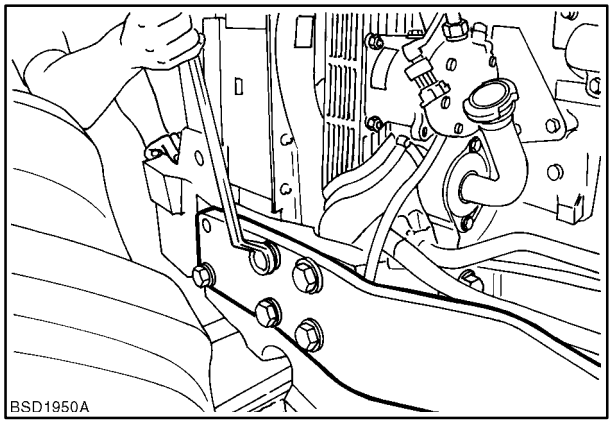
51

12. Remove driveshaft flange, where fitted.

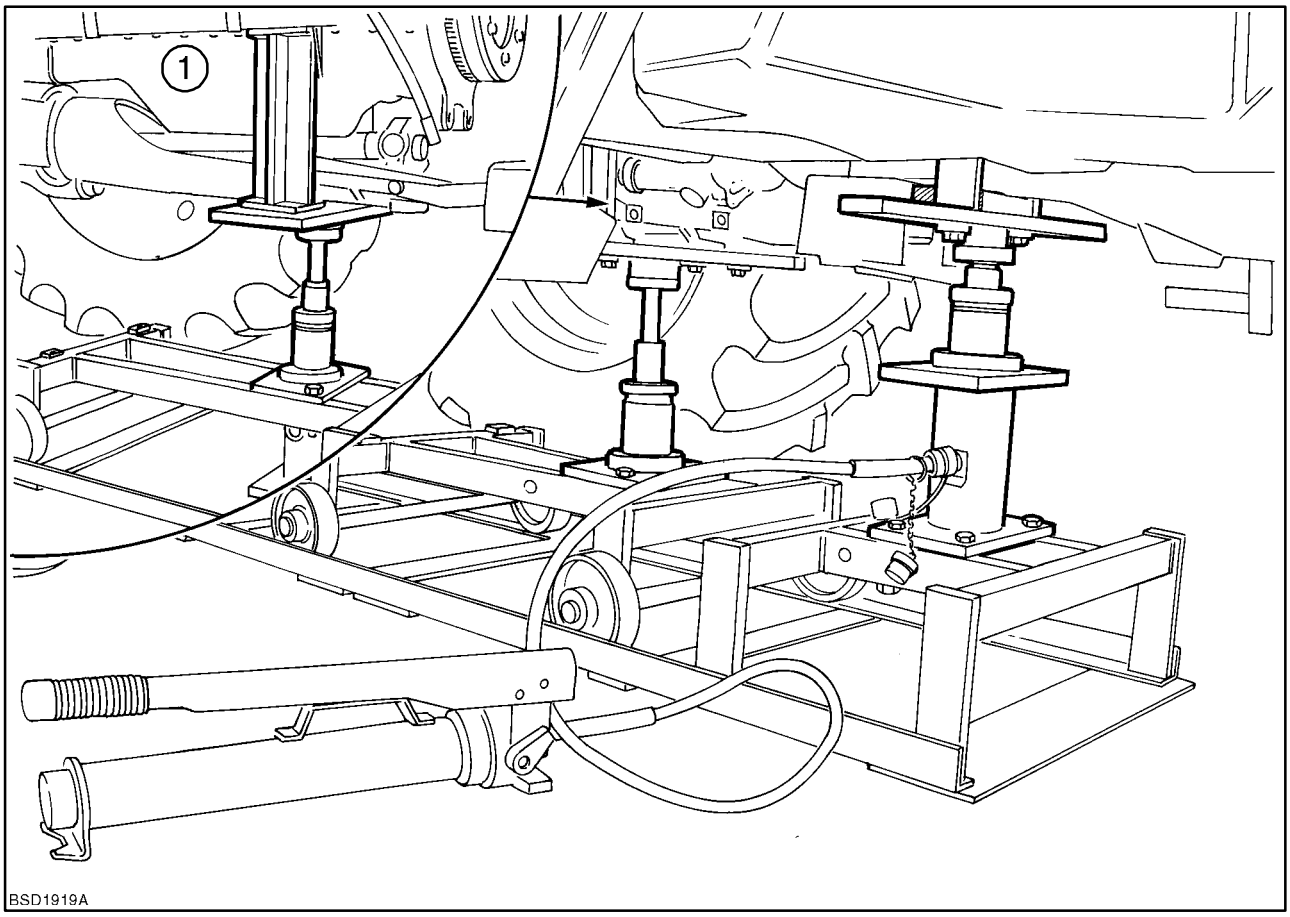


52

13. Remove engine side rails



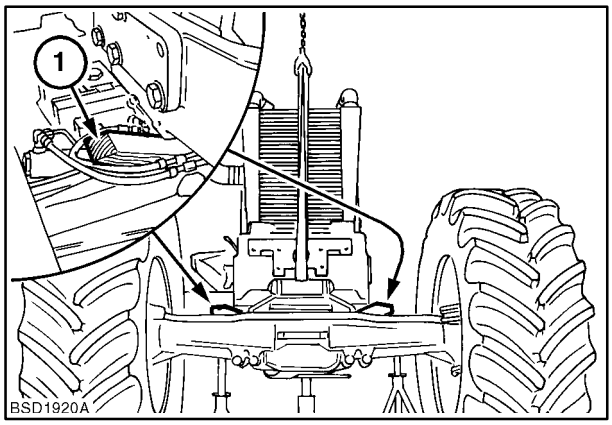
53



54

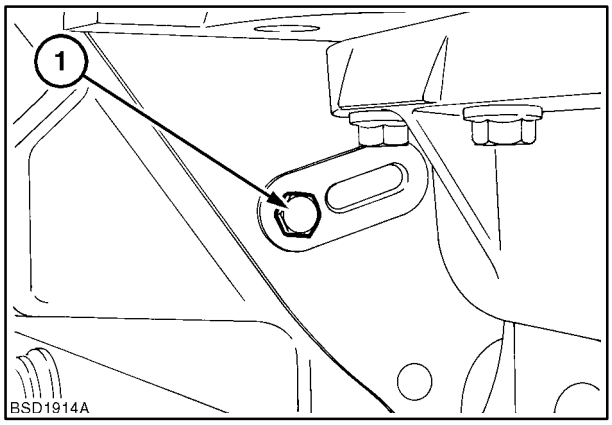
14. Position splitting kit (3) 297471 beneath tractor.
15. Use supports, part of kit to support the transmission (2) on the splitting stand.
16. Remove 2 oil pan bolts from each side of the engine and install engine support brackets (1) 297617 between engine and wheeled splitting trolley, part of tractor splitting kit.

17. Position wooden wedges (1) between the front axle and support. These prevent articulation of the axle and must be used.



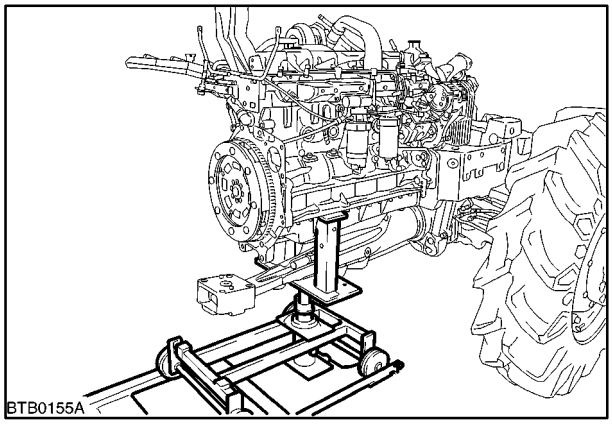
55

18. Remove cover plate bolt (1) on lower left hand side of engine.



56

19. Check that all necessary hoses tubes and connectors have been disconnected. It may be necessary to disconnect additional items due to other optional equipment that has been installed on the tractor.
20. Re check that engine and transmission are safely supported on the splitting stand then remove engine to transmission buckle up bolts.
21. Carefully wheel the front support and engine assembly from the transmission.



57

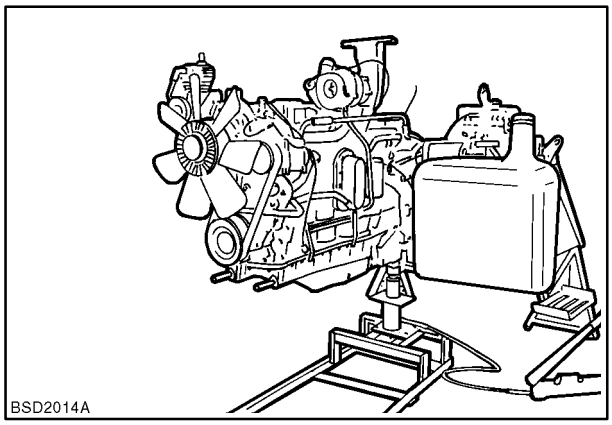
Installation

1. Installation is removal procedure in reverse.
2. Tighten all buckle up bolts to correct torque.

Engine Removal
Op No 10 001

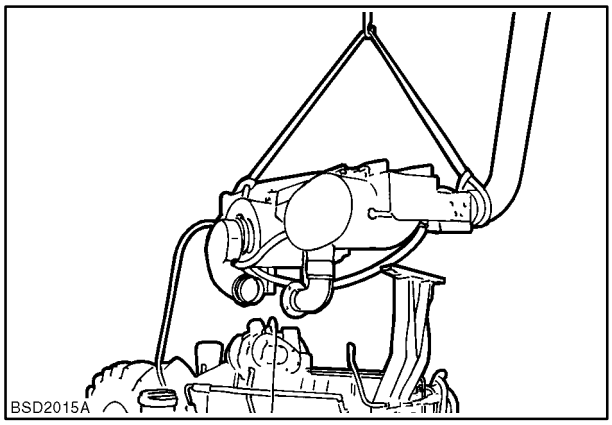
1. Separate the front axle and support from the engine as described on Page 4.

NOTE: *The engine can also be removed if the engine has initially been separated from the transmission as described on Page 14. Care must be taken to ensure the engine, axle and front support are safely supported before separating the axle and front support from the engine.*



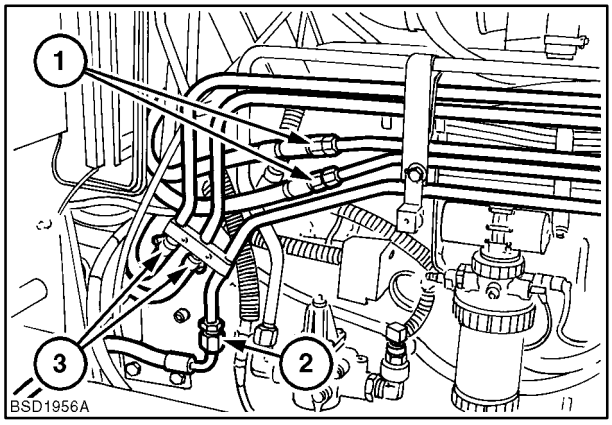
58

2. Remove the air cleaner system.



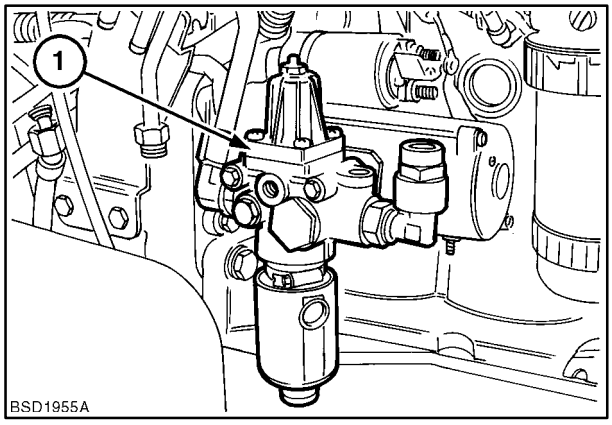
59

3. To ensure correct re–assembly identify steering pipes (1) and transmission oil cooler pipes (3) and disconnect. Similarly disconnect four wheel drive differential lock pipe (2).



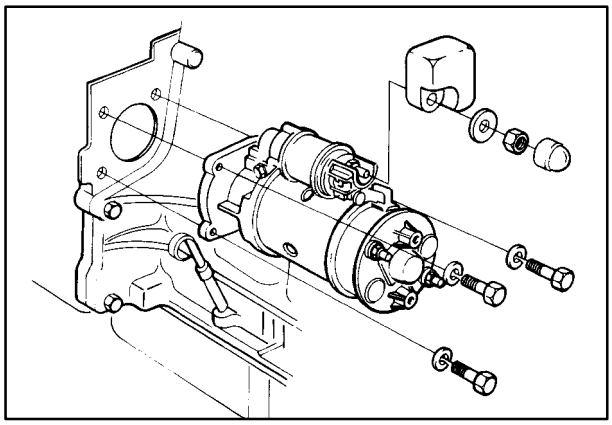
60

4. Remove air brake unload valve (1) where fitted.



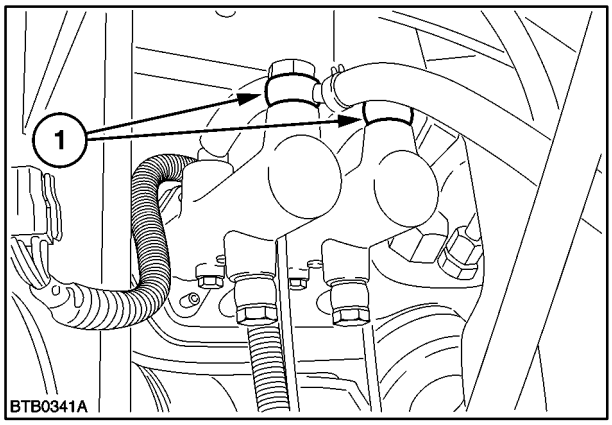
61

5. Disconnect harness and remove starter motor.



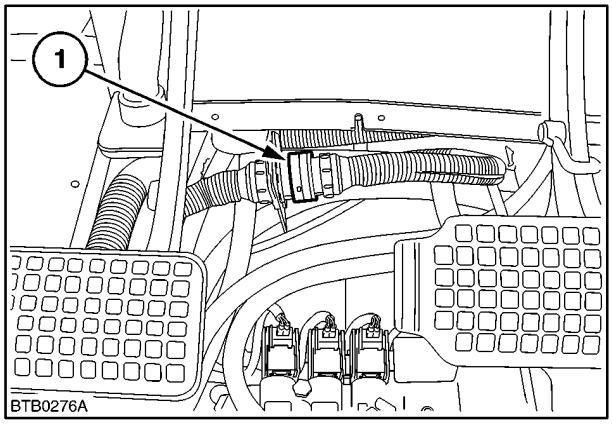
62

6. Disconnect brake tubes to master cylinder.



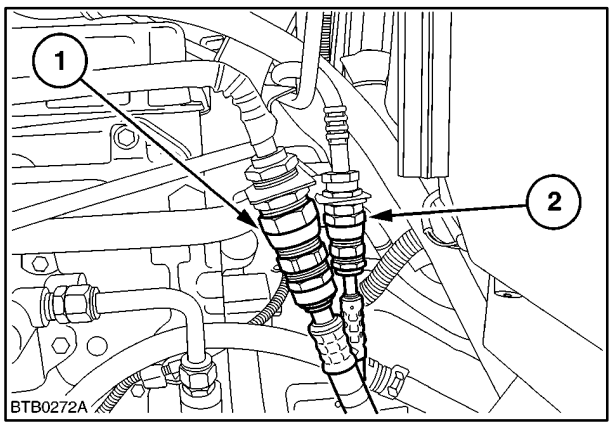
63

7. Disconnect main harness to engine harness connectors located beneath front of cab.



64

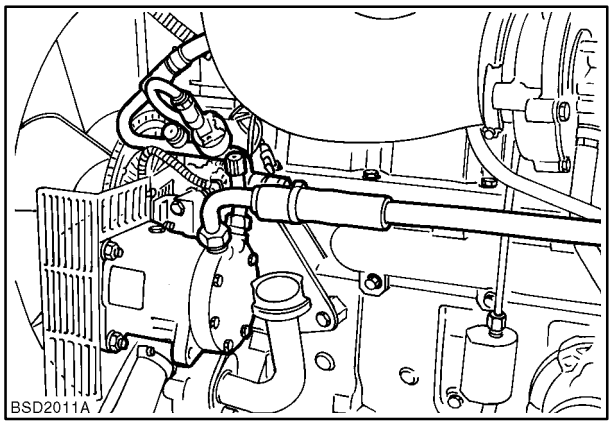
8. Disconnect air conditioning at quick release couplers on left hand side of engine.



65

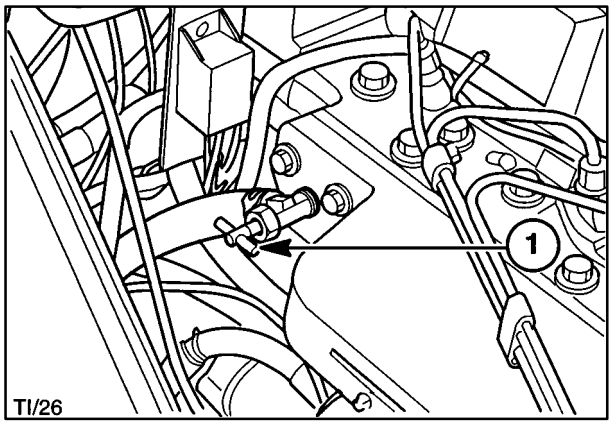
9. Remove air conditioning compressor, condenser, receiver dryer and pipework from engine as a complete assembly without disconnecting pipework.

IMPORTANT: *If it is not possible to remove air conditioning components as a complete assembly the air conditioning system must be evacuated as described in Section 50 of this Repair Manual.*
It is an offence to discharge air conditioning systems into the atmosphere



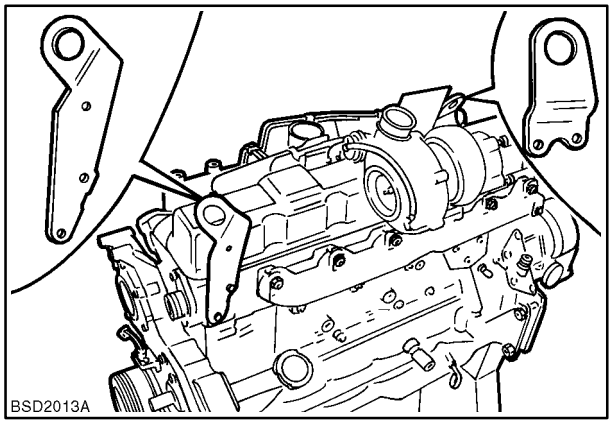
66

10. Disconnect water pipe to heater shut off tap at rear of cylinder head. Similarly disconnect water hose to cab near the engine bellhousing.



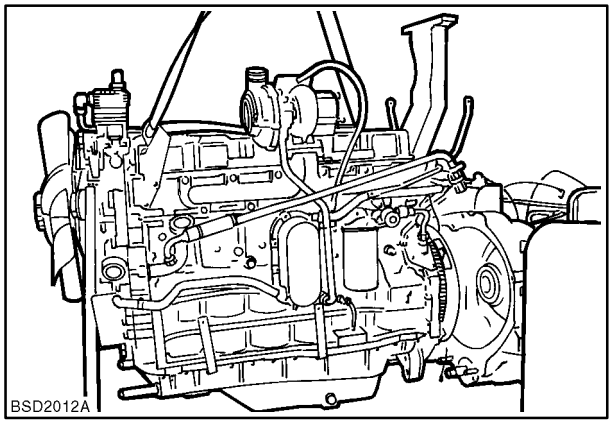
67

11. Attach lifting brackets 82932534 and 82852825 to the engine.



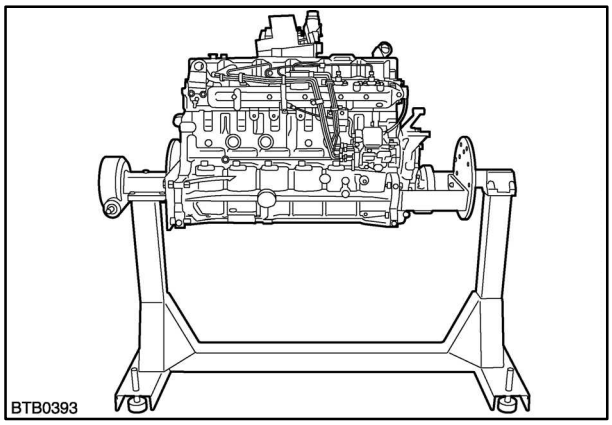
68

12. Attach suitable sling or chains to overhead hoist and support engine.
13. Remove engine to transmission buckle up bolts and remove engine from transmission.



69

14. If engine is to be overhauled remove flywheel and crankshaft pulley then secure in suitable support stand.



70

Installation

1. Installation is removal procedure in reverse however when installing the front support the procedure described on page 12 must be observed.

SECTION 10 – ENGINE

Chapter 2 – 7.5L CNH Engine

CONTENTS

Section	Description	Page
10 000	Specifications	2
	Greases and Sealants	8
	Tightening Torques	10
	Special Tools	12
	Fault Finding	13
	Description and Operation	17
10 001	Engine Overhaul–Introduction	24
	Injection Pump Timing Check	25
10 100	Engine Disassembly and Overhaul:–	
10 101	Cylinder Head, Valves and Related parts	28
10 101	Hydraulic Tappets–Adjustment	38
10 106	Front Cover and Timing Gears	40
10 102	Oil Pan	44
10 103	Flywheel	45
10 102	Rear cover plate	46
10 102	Oil pump	47
10 102	Oil Pressure Relief Valve	49
10 106	Camshaft, tappets and camshaft bearings	50
10 105	Pistons and Cylinder Block	53
10 103	Crankshaft	62
10 003	Crankshaft Front Seal Installation	66
10 001	Engine compression test	67
10200	**Cooling System**	
	Description of Operation	68
	Troubleshooting	70
	Specifications	71
	Overhaul	72

SPECIFICATIONS

	TM120	TM130	TM140	TM155	TM175	TM190
Engine Type	TA/HD	TA/HC	TA/HB	TA/HA	TA/FB	TA/FA
Gross power (ISO TR14396)	90kW 121 Bhp	98 kW 131 Bhp	107 kW 143 Bhp	114Kw 153 Bhp	156Kw 209 Bhp	168Kw 225 Bhp
Governor	Mechanical				Electronic	
Boost	No				Yes	
Rated speed	2200 rpm					
Low idle speed	800 rpm				920 rpm	
High idle speed	2375 rpm				2380 rpm	
No of Cylinders	6 – (153624 Firing Order)					
Cylinder displacement	7500 cc					
Bore	111.8 mm					
Stroke	127.0 mm					
Compression Ratio	17.5 : 1					
Cylinder Bore Compression at Cranking Speed of 200R.P.M.	25.5bar (375lbf/in^2)					
Waterpump speed	3859 rpm					
Ventilator speed	1531 rpm					
Crankcase cap. (with filters)	19 litres					
Starter motor	3.0 kW (12 Volt)					

CYLINDER BLOCK

Taper of Cylinder Bore	0.025mm (0.001 in) Repair Limit 0.127mm (0.005 in) Wear Limit
Cylinder Bore out of Round	0.030mm (0.0015 in) Repair Limit 0.127mm (0.0050 in) Wear Limit
Cylinder Bore Diameters	111.778–111.803mm (4.4007–4.4017 in)
Rear Oil Seal Bore Diameter	140.77–140.87mm (5.542–5.546 in)
Block to Head Surface Flatness	0.08mm (0.003 in) in any 152mm (6 in) 0.03mm (0.001 in) in any 25.40mm (1 in)

CYLINDER HEAD

Valve Guide Bore Diameter	9.469–9.495mm (0.3728–0.3738 in)
Head to Block Surface Flatness	0.03mm (0.001 in) in any 25.40mm (1 in), or 0.127mm (0.005 in) overall limit

EXHAUST VALVES

Face Angle	44°15'-44°30' Relative to the Head of Valve
Stem Diameter	Std : 9.401-9.421mm (0.3701-0.3709 in) Oversize : 0.38mm (0.015 in) 9.781-9.802mm (0.3851-0.3859 in)
Head Diameter	42.88-43.13mm (1.688-1.698 in)
Stem to Guide Clearance	0.048-0.094mm (0.0019-0.0037 in)

INTAKE VALVES

Face Angle	29°15'-29°30' Relative to Head of Valve
Stem Diameter	Std : 9.426-9.446mm (0.3711-0.3719 in) Oversize : 0.381mm (0.015 in) 9.807-9.825mm (0.3861-0.3868 in)
Head Diameter	47.37-47.63mm (1.865-1.875 in)
Stem to Guide Clearance	0.023-0.069mm (0.0009-0.0027 in)

VALVE SPRINGS

Number per Valve	1
Free Length	60.70mm (2.390 in)
Length, loaded at 27.7-31.3kg (61-69 lb)	48.26mm (1.900 in)
Length, loaded at 61-69kg (135-153 lb)	35.69mm (1.405 in)

CAMSHAFT LOBE LIFT

Intake	8.36mm (0.330 in)
Exhaust.	8.36mm (0.330 in)

INSTALLED VALVE RECESSION

Intake	0.86- 1.32 mm (0.034 - 0.052 in)
Exhaust.	1.17- 1.65 mm (0.046 - 0.065 in)

VALVE INSERTS

Insert Oversize	Exhaust Valve Insert Counterbore Diameter in Cylinder Head	Intake Valve Seat Insert Counterbore Diameter in Cylinder Head
0.254mm (0.010 in)	44.17–44.20mm (1.739–1.740 in)	50.01–50.04mm (1.969–1.970 in)
0.508mm (0.020 in)	44.42–44.45mm (1.749–1.750 in)	50.27–50.29mm (1.979–1.980 in)
0.762mm (0.030 in)	44.68–44.70mm (1.759–1.760 in)	50.52–50.55mm (1.989–1.990 in)

VALVE SEATS

Exhaust Valve Seat Angle	45°00' - 45°30'
Intake Valve Seat Angle	30°00' - 30°30'
Interference Valve Face Angle to Valve Seat Angle	0°30' - 1°15'
Concentricity With Guide Diameter	0.051mm (0.002 in) Total Indicator Reading Max
Seat Width Exhaust Valve	1.8–2.3mm (0.072–0.092 in)
Intake Valve	1.9–2.5mm (0.078–0.098 in)

VALVE TIMING

Intake Opening	12° Before Top dead centre
Intake Closing	38° After Bottom Dead Centre
Exhaust Opening	48° Before Bottom Dead Centre
Exhaust Closing	12° After Top Dead Centre

CAMSHAFT IDLER GEAR

Number of teeth	47
End Play	0.076–0.35mm (0.003–0.014 in)
Bushing Inside Diameter	50.813–50.838mm (2.005–2.0015 in)
Adaptor Outside Diameter	50.762–50.775mm (1.9985–1.9990 in)
Backlash with Crankshaft Gear	0.10–0.36mm (0.004–0.014 in)
Backlash with Camshaft Gear	0.10–0.36mm (0.004–0.014 in)
Backlash with Fuel Injection Pump	0.10–0.48mm (0.004–0.019 in)

CAMSHAFT GEAR

Number of Teeth	52
Timing Gear Backlash with idler	0.10–0.36mm (0.004–0.014 in)

ROCKER ARM SHAFT

Shaft Diameter	25.40–25.43mm (1.000–1.001 in)
Shaft Support Internal Diameter	25.45–25.20mm (1.002–1.004 in)

ROCKER ARM

Inside Diameter	25.48–25.50mm (1.003–1.004 in)

TAPPETS

Clearance to Bore	0.015–0.058mm (0.0006–0.0023 in)
Tappet Diameter	25.113–25.131mm (0.9889–0.9894 in)
Tappet Bore Diameter	25.146–25.171mm (0.9900–0.9910 in)

CAMSHAFT

Bearing Journal Diameter	60.642–60.668mm (2.3875–2.3885 in)
Bearing Clearance	0.076–0.178mm (0.003–0.007 in)
End Play	0.051–0.18mm (0.0020–0.0070 in)

CONNECTING RODS

Small End Bushing (Internal Diameter)	44.460 - 44.467 mm (1.7504-1.7507)
Big End Bearing Clearance	0.038–0.104 mm (0.0015–0.0041 in)
Clearance Bushing to Piston Pin	0.013–0.025mm (0.0005–0.0010 in)
Side Float	0.13–0.33mm (0.0050–0.0130 in)
Maximum Twist	0.30mm (0.0120 in)
Maximum Bend	0.10mm (0.0040 in)

PISTON PIN

(All Models and 175 models up to Serial No 13026, 190 models up to Serial No 13012)

Outside Diameter	41.270–41.275 mm (1.6248–1.6250 in)

PISTON PIN

(175 Models from serial No 13027, 190 Models from Serial No 13013)

Outside Diameter	44.442–44.447 mm (1.7497–1.7499 in)

PISTONS

Skirt to Cylinder Clearance	0.152-0.182 mm (0.0060 - 0.0072 in) New or unrun engine 0.152-0.194 mm (0.0060 - 0.0096 in) For run engines
Taper (Out of Round)	0.063-0.127 mm (0.0025- 0.0050 in)
Grading Diameter (at Right Angles to Piston Pin)	111.64–111.74mm (4.3951–4.3991 in) in increments of 0.0127mm (0.0005 in)
Piston Pin Clearance	0.0127–0.0254mm (0.0005–0.0001 in) at 21°C (70°F)
Piston Crown to Block Face,	0.013–0.38mm (0.005–0.015 in)

PISTON RINGS

All Engines

Top Compression Ring	Keystone tapered sides With letter “O” to the top
2nd Compression Ring	Parallel side external step
Side Face Clearance To Ring Groove	0.06–0.105 mm (0.0023 – 0.0041 in)
Piston Groove Width	2.435–2.455 mm (0.0959 – 0.0967 in)
Oil Control Ring	1 off,–Directly above the Piston Pin,
Type	Slotted With Expander
Side Face Clearance To Ring Groove	0.030–0.070 mm (0.0011–0.0028in)
Piston Groove Width	3.02–3.04 mm (0.1189 – 0.1197 in)

CRANKSHAFT

Main Journal Diameter	- Blue	85.631-85.644mm (3.3713-3.3718 in)
	- Red	85.644-85.656mm (3.3718-3.3723 in)
Main Journal Length (except thrust, rear, or intermediate)		36.96-37.21mm (1.455-1.465 in)
Main Journal Wear Limits		0.127mm (0.005 in) Maximum
Main and Crankpin Fillet Radius		0.25mm (0.010 in)
Thrust Bearing Journal Length		37.06-37.11mm (1.459-1.461 in)
Intermediate Bearing Journal Length		36.96-37.21mm (1.455-1.465 in)
Rear Bearing Journal Length		37.97-38.48mm (1.495-1.515 in)
Crankpin Journal Length		42.62-42.72mm (1.678-1.682 in)
Crankpin Diameter	- Blue	69.840-69.850mm (2.749-2.7500 in)
	- Red	69.850-69.860mm (2.750-2.7504 in)
End Play		0.10-0.36mm (0.004-0.014 in)
Crankpin Out of Round		0.005mm (0.0002 in) Total Indicator Reading
Taper Surface Parallel to Centre Line of Main Journal		0.005mm (0.0002 in)
Crankshaft Rear Oil Seal Journal Diameter		122.12-122.28mm (4.808-4.814 in)
Crankshaft Pulley Journal Diameter		51.788-51.808mm (2.0389-2.0397 in)
Crankshaft Timing Gear Journal Diameter		52.131-52.146mm (2.0524-2.0530 in)
Crankshaft Flange Runout		0.038mm (0.0015 in) Max

CRANKSHAFT DRIVE GEAR

Number of teeth	26

MAIN BEARING

Liner length (except thrust liner)	27.94-28.19mm (1.10-1.11 in)
Liner Length (Thrust Liner)	39.91-39.96mm (1.453-1.455 in)
Vertical Assembled Bearing Clearance	0.055-0.117mm (0.0021-0.0046 in)

CRANKPIN BEARINGS

Liner Length	31.5-31.75mm (1.240-1.250 in)
Vertical Assembled Bearing Clearance	0.038-0.104mm (0.0015-0.0041 in)
Bearing Clearance - Service Limit	0.127mm (0.005in)

CRANKSHAFT RE–GRINDING

When re–grinding a crankshaft the main and crankpin journal diameters should be reduced the same amount as the undersize bearings used, and the following dimensions apply. The rear end of the crankshaft should be located on the 60° Chamfer of the pilot bearing bore.

UNDERSIZE BEARING AVAILABLE	MAIN JOURNAL DIAMETERS
0.051mm (0.002 in)	85.580–85.593mm (3.3693–3.3698 in)
0.254mm (0.010 in)	85.390–85.402mm (3.3618–3.3623 in)
0.508mm (0.020 in)	85.136–85.148mm (3.3518–3.3523 in)
0.762mm (0.030 in)	84.882–84.894mm (3.3418–3.3423 in)
1.016mm (0.040 in)	84.628–84.640mm (3.3318–3.3323 in)

UNDERSIZE BEARING AVAILABLE	CRANKPIN JOURNAL DIAMETERS
0.051mm (0.002 in)	69.789–69.799mm (2.7476–2.7480 in)
0.254mm (0.010 in)	69.956–69.606mm (2.7400–2.7404 in)
0.508mm (0.020 in)	69.342–69.352mm (2.7300–2.7304 in)
0.762mm (0.030 in)	69.088–69.098mm (2.7200–2.7204 in)
1.016mm (0.040 in)	68.834–68.844mm (2.7100–2.7104 in)

FLYWHEEL

Runout of Clutch Face (Between Outer Edge of Friction Surface and Mounting Bolt Holes),	0.127mm (0.005 in)
Ring Gear Runout	0.63mm (0.025 in)

OIL PUMP

Flow Rate	20 Gpm@2100 Engine RPM and 20lbf/in^2
Rotor Clearance	0.025–0.15mm (0.001–0.006 in)
Rotor to Pump Housing Clearance	0.15–0.28mm (0.006–0.011 in)
Rotor End Play	0.025–0.089mm (0.001–0.0035 in)
Pump Gear to Camshaft Gear Backlash	0.40–0.56mm (0.016–0.022 in)

OIL PRESSURE

Minimum At Low Idle Speed	0.83 bar (12 lbf/in^2) at normal operating temperature
Minimum At Engine Rated Speed	2.41 bar (35 lbf/in^2) at normal operating temperature

OIL FILTER SUPPORT

Relief Valve, Operating Pressure	3.8–4.1 bars (55–60 lbf/in^2)
Flow Rate	68.1–75.7 l/min. (15–16.6 imp gals/min,18–20 US gals/min)

ENGINE OILS AND CHANGE PERIODS

Refer to Operators Manual

ENGINE OIL CAPACITIES

Model	Imp Pints	U.S Gals	Litres
6 CYL	33.5	5.01	19.0

GREASE AND SEALANTS

Code	Number	Name
A	NLG1 Grade 2	Grease
B	ESF–M1C43–A	Grease–Silicone Light Consistency
C	82995768	Sealer–Anaerobic Low strength
D & J	82995776	Sealer–Silicone
E & F	82995774	Sealer–Polyester Urethane
G	82995773	Sealer–Anaerobic
K	82995772	Thread and Stud Lock
L	82995771	Flexible Gasket Sealant

THERMOSTAT

Opening Temperature	79–83°C (174–181°F)
Fully Open	93–96°C (199–205°F)

RADIATOR CAP

Opening Pressure	1.0 bar (14.5 lbs in^2)

WATER PUMP

Type	Centrifugal
Drive	Poly V Belt, 8 rib

FAN BELT

Belt Tension	Maintained by Automatic Tensioner

COOLING SYSTEM CAPACITIES

See Operators Manual

COOLING FLUID

Content Mixture – Water 50%, New Holland Antifreeze 50%.
(New Holland Antifreeze specification: NH900A)

TORQUE VALUES – VARIOUS	Nm	lbf ft
Main Bearing Bolts	81 + 90°	60 + 90°
Connecting Rod Bolts	149	110
Cylinder Head Bolts (with Engine Cold)	55–95+90°	40–70+90°
Cylinder Head through Rocker Shaft Bolts	As above +45°	As above +45°
Intake Manifold–to–Cylinder Head	35	26
Exhaust Manifold–to–Cylinder Head	61	45
Exhaust Pipe–to–Flange	31	23
Flywheel–to–Crankshaft	197	145
Oil Pan Drain Plug	41	30
Valve Rocker Cover Bolts	24	18
Crankshaft Pulley–to–Crankshaft	224	210
Self–Locking Screw – Valve Rocker Arm	24	18
Injector Attachment Bolts	23	17
Cover Bolts (Blanks Oil Drilling)	31	23
Oil Pump to Block	23	17
Water Pump–to–Cylinder Block	65	48
Water Pump Cover–to–Pump	61	45
Oil Pan–to–Cylinder Block	44	33
Injector Line Nuts	24	18
Leak–off Tube Banjo Fitting Bolts	6	4.4
Injection Pump–to–Front Cover	24	18
Camshaft Idler Drive Gear–to–Block	237	175
Front Cover–to–Cylinder Block	24	18
Thermostat Housing Bolts	24	18
Camshaft Gear Bolt	69	51
Camshaft Rear Gear Plate Bolts	47	35
Oil Filter Adaptor Bolts	42	31
Oil Filter Mounting Bolt Insert	34	25
Starting Motor–to–Rear Adaptor Plate	31	23
Injection Pump–to–Gear Nut	92	68
Oil Pressure Switch Assembly	31	23
Turbocharger–to–Exhaust Manifold Nut	44	33
Fan Blade to Viscous Unit	27	21
Viscous Unit to Pulley	54	40
Crankshaft Rear Oil Seal Retainer	20	15
Belt Tensioner Pulley Bolt	54	40
Temperature Senders	20	15
Tensioner to Water Pump Bolt	54	40
Idler Pulley Bolt	54	40
Pump Connector to Block	24	18

TORQUE VALUES - VARIOUS	Nm	lbf ft
'J'Jet Bolts	18	13

The following general nut and bolt installation torque requirements (lubricated) apply to any operation not previously listed.

INCH SERIES	Nm	lbf ft
1/4 - 20	11	8
1/4 - 28	11	8
5/16 -18	19	14
5/16 -24	23	17
3/4 - 16	31	23
3/4 - 24	45	33
7/16 -14	65	48
7/16 -20	75	55
1/2 - 13	88	65
1/2 - 20	102	75
9/16 -18	122	90
5/6 -18	187	138
CYLINDER BLOCK PLUGS		
1/4 - 27 NPT	11	8
1/4 - 18 NPT	29.8	22
3/4 - 18 NPT	38	28
3/4 - 14 NPT	27	20

SPECIAL TOOLS

Description	CNH Tool Number	SPX Ltd Tool Number	Nuday Tool Number
Engine sling hook, (use with brackets 82852825 and 82932534)	290740	-	-
Engine revolving stand	290090	-	-
Engine overhaul brackets kit	293860	-	-
Cylinder pressure test kit	291309	-	-
Lube pressure check kit	292870	-	-
Piston ring pliers	296028	-	-
Piston install band	296042	-	-
Crankshaft rear seal installer	295010	FT.6212	-
Crankshaft front seal installer	297116	-	-
Valve guide set reamers	295006	FT.6202 (SW.502)	2136 (SW.502)
Valve spring compressor	291050	-	-
Water pump impeller seal installer	295007	FT.6209	4672
Injector - hand pump tester	290284	-	-
Injector - cleaning kit	293671	-	-
Injector - splitting block	293760	-	-
Injector - Splitting socket kit	293761	-	-
Injection pump drive gear puller	295042	-	-
Adjustable bridge puller	297102	518	9539
Shaft protector	297107	625-A	9212
Step plate adaptors	297108	630-S	9210
Bushing kit	297103	818	9514
Con rod bush - remove/install tool	297199	-	-
Camshaft bearing installer	297117	FT.6203	1255 (SW.506)
Handle (for camshaft bearing installer)	-	N6261-A	1442
Crankshaft Timing Pin	297672	-	-
Fuel Injection Pump Timing Pin	380000404	-	-

FAULT FINDING

IMPORTANT: *When effecting a repair the cause of the problem must be investigated and corrected to avoid repeat failures.*

The following table lists problems and their possible causes with recommended remedial action.

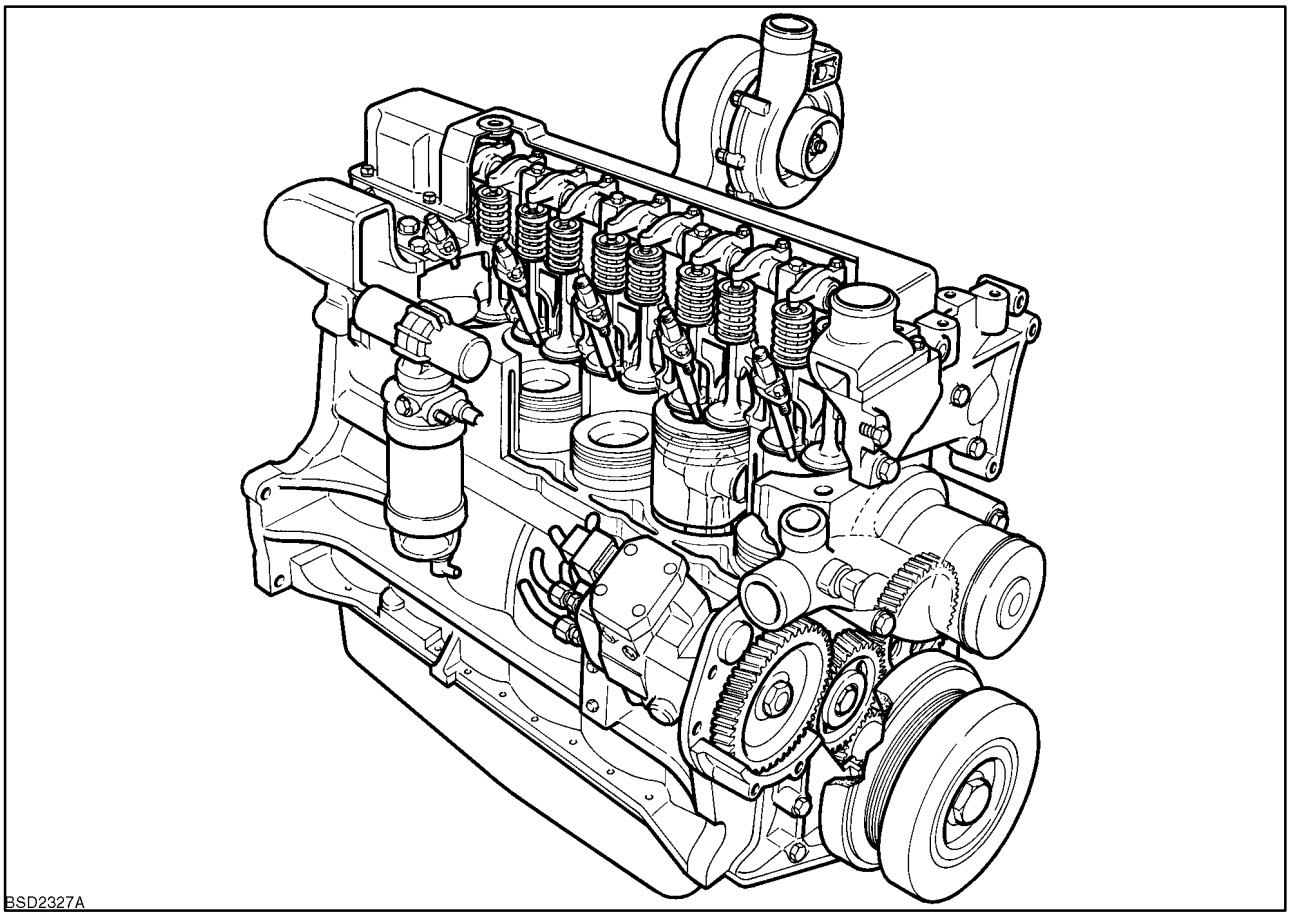
PROBLEM	POSSIBLE CAUSES	REMEDY
Engine does not develop full power	1. Clogged air cleaner	1. Clean or renew element
	2. Fuel line obstructed	2. Clean
	3. Faulty injectors	3. Clean and reset
	4. Incorrect valve clearance adjustment	4. Check and reset
	5. Burnt, worn or sticking valves	5. Replace valves with new or oversize, and/or machine the valve guide bores
	6. Blown head gasket	6. Check head flatness and fit new gasket
	7. Incorrect fuel delivery	7. Check injectors and pump
	8. Low cylinder compression	8. Renew piston rings or re–bore/re–sleeve as necessary
Oil pressure warning light fails to operate	1. Bulb burnt out	1. Renew bulb
	2. Warning Light pressure switch faulty	2. Renew pressure switch
	3. Warning light circuit faulty	3. Check and renew wiring
Excessive exhaust smoke	1. Oil leak on compressor or turbine side of turbocharger, where fitted	1. Overhaul turbocharger
	2. Exhaust leak on exhaust manifold side of turbocharger, where fitted	2. Fit new gasket
	3. Air cleaner dirty or restricted	3. Clean
	4. Excessive fuel delivery	4. Overhaul injection pump and injectors

PROBLEM	POSSIBLE CAUSES	REMEDY
Engine knocks	1. Diluted or thin oil	1. Check crankshaft bearings for damage, change as required. Drain and refill with specified oil and renew filter. Ascertain cause of dilution
	2. Insufficient oil supply	2. Check oil level and top up as necessary. Overhaul or renew pump as necessary. Check oil filter is not clogged
	3. Low oil pressure	3. Overhaul pump or relief valve as necessary
	4. Excessive crankshaft end play	4. Install new thrust bearing liner
	5. Flywheel or ring gear run–out excessive	5. Skim flywheel or fit new ring gear
	6. Excessive connecting rod or main bearing clearance	6. Install new bearing inserts and/or re–grind crankshaft
	7. Bent or twisted connecting rods	7. Renew connecting rods
	8. Crankshaft journals out– of–round	8. Re–grind crankshaft and fit undersize bearing inserts
	9. Excessive piston–to– cylinder bore clearance	9. Re–bore/re–sleeve block and fit new pistons
	10. Excessive piston ring clearance	10. Fit new pistons and rings
	11. Broken rings	11. Fit new rings, check bore and pistons for damage
	12. Excessive piston pin clearance	12. Fit new piston or pin
	13. Piston pin retainer loose or missing	13. Install new retainer, and check bore/pistons for damage
	14. Excessive camshaft play	14. Install new thrust plate
	15. Imperfections on timing gear teeth	15. Renew timing gear
	16. Excessive timing gear backlash	16. Check and adjust backlash /renew timing gear

PROBLEM	POSSIBLE CAUSES	REMEDY
Engine overheats	1. Hose connection leaking or collapsed	1. Tighten hose connection, renew hose if damaged
	2. Radiator cap defective or not sealing	2. Renew radiator cap
	3. Radiator leakage	3. Repair/renew radiator
	4. Improper fan belt adjustment	4. Re–adjust fan belt
	5. Radiator fins restricted	5. Clean with compressed air
	6. Faulty thermostat	6. Renew thermostat
	7. Internal engine leakage	7. Check for source of leakage, renew gasket or defective parts
	8. Water pump faulty	8. Overhaul water pump
	9. Exhaust gas leakage into cooling system	9. Renew cylinder head gasket, check head for damage or distortion
	10. Coolant aeration	10. Tighten all connections and check coolant level is correct. Ensure cylinder head gasket has not blown
	11. Cylinder head gasket improperly installed	11. Renew cylinder head gasket
	12. Hot spot due to rust and scale or clogged water jackets	12. Reverse flush entire cooling system
	13. Obstruction to radiator air flow	13. Remove the obstruction
	14. Extended engine idling	14. Do not allow engine to idle for long periods
	15. Oil cooler tube blocked	15. Clean
	16. Radiator core tubes blocked	16. Check free flow
Water temperature gauge fails to reach normal operating temperature	1. Faulty temperature sender	1. Renew sender switch
	2. Incorrect or faulty thermostat	2. Renew thermostat
	3. Faulty water temperature gauge	3. Renew temperature gauge

PROBLEM	POSSIBLE CAUSES	REMEDY
Low oil pressure	1. Engine oil level low	1. Top up, as necessary
	2. Wrong grade of oil	2. Drain and refill with correct grade of oil
	3. Blocked oil pump sump screen	3. Clean pump screen
	4. Oil pressure relief valve faulty	4. Fit new relief valve
	5. Oil pump worn	5. Renew oil pump
	6. Excessive oil pump rotor and shaft assembly clearance	6. Overhaul pump
	7. Excessive main or connecting rod bearing clearance	7. Install new bearings inserts and / or re–grind crankshaft if necessary
Excessive oil consumption	1. Engine oil level too high	1. Reduce oil level
	2. External oil leaks	2. Renew gaskets and seals, where necessary. Check mating surfaces for damage or distortion
	3. Worn valves, valve guides or bores	3. Renew
	4. Cylinder head gasket leaking	4. Renew gasket. Check head for damage or distortion
	5. Oil loss past the pistons and rings	5. Renew rings and/or rebore/ re–sleeve block as necessary
	6. Oil cooler leak	6. Repair/renew oil cooler assembly
Engine tends to keep firing after fuel is shut off	1. Air cleaner dirty or restricted	1. Clean or renew element
	2. Oil leak on compressor side of turbocharger where fitted	2. Overhaul turbocharger

DESCRIPTION AND OPERATION



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The CNH 7.5 Litre engine is a 6-cylinder turbocharged and aftercooled unit, having a bore of 4.4″ (111.8 mm) and a stroke of 5.0″ (127 mm) which generates a displacement of 456 in^3.

The engine uses a mechanical or electronically controlled rotary injection pump depending on model and has been designed to meet current emission regulations and must only be serviced by an authorised service agent. For a detailed Description and Operation of the fuel system reference must be made to the Fuel System Chapter in this Section of the manual.

All engines feature cross flow cylinder heads, with the inlet and exhaust manifolds on opposite sides of the cylinder head. The fuel and air combustion process, takes place in the specially designed bowl in the crown of the pistons.

CYLINDER BLOCK ASSEMBLY

The cylinder block is an alloy cast iron with deep cylinder skirts, and water jackets for cooling the cylinders. The cylinder bores are machined integral with the cylinder block, during the manufacturing process. The block incorporates hydraulic tappets which do not require adjustment unless engine is being re–assembled.

Cylinders are in line and vertical and numbered 1 to 6 from the front to the rear of the engine. They can be bored oversize for the fitment of sleeves, which are available in service.

The oil pan is the reservoir for the engine oil lubrication system and a cast iron front cover on the front of the engine covers the timing gear assembly.