

SERVICE MANUAL

TT4.55 / TT4.75 Tractor

Part number 47969435
1st edition English
November 2016
Replaces part number 47866577



Product: New Holland TT4.55/TT4.75 Tractor Service Repair Manual
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SERVICE MANUAL

TT4.55 TIER 1 Engine, 2WD Tractor
TT4.55 TIER 1 Engine, 4WD Tractor
TT4.75 TIER 1 Engine, 2WD Tractor
TT4.75 TIER 1 Engine, 4WD Tractor

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Engine

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Engine and crankcase - 001

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Engine and crankcase - 001

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(*) See content for specific models

Engine - General specification

Table 1

GENERAL SPECIFICATIONS	
Make	IVECO
Type	4 stroke, diesel, naturally aspirated, direct injection, water cooled
Power	55/60/65/75 Hp
No of Cylinders	3
Bore	104 mm
Stroke	115 mm
Cubic Capacity	2931 cm³
Compression Ratio	18:1
Firing Order	1-2-3
Idle Speed	650 ± 50 RPM
Maximum no Load Speed	2550 ± 50 RPM
Rated Speed	2300 RPM
Engine block	
Cylinder liner seat diameter in engine block	106.850 - 106.900 mm
Cylinder sleeve O.D	106.94 - 106.97 mm
Interference between liners and seats in block	0.04 - 0.12 mm
Liner O.D oversize	0.2 mm
Cylinder liner inner diameter	104.00 - 104.024 mm
Maximum ovality and taper due to wear	0.12 mm
Liner inner diameter oversize	0.4 - 0.8 mm
Camshaft bush seat diameters	
Front	54.780 - 54.805 mm
Intermediate	54.280 - 54.305 mm
Rear	53.780 - 53.805 mm
Tappet seat bore diameter	15.000 - 15.018 mm
Tappet oversize	0.1-0.2 - 0.3 mm
Main bearing seat bore diameter	84.200 - 84.230 mm
Cylinder head	
Valve guide seat bore diameter in head	13.950 - 13.983 mm
Valve guide oversize	0.2 mm
Valve stand-in	0.7 - 1.0 mm
Maximum stand-in permitted	1.3 mm
Injector standout	0.05 - 0.7 mm
Max. standout permitted	1.0 mm
Original cylinder head height	92 mm
Maximum head dressing allowed	0.5 mm
Compression pressure	28 bar
Engine cranking speed	250 RPM
Exhaust valves	
Valve head diameter	40.75 - 41.25 mm
Valve stem diameter	7.975 - 7.990 mm
Face angle	45 30' ± 7' °
Tappet clearance	0.30 ± 0.05 mm
Cam lift	6.127 mm
Valve lift	10.445 mm
Intake valves	
Valve head diameter	45.300 - 45.500 mm
Valve stem diameter	7.985 - 8.000 mm
Face angle	60 30' ± 7' °
Tappet clearance (cold)	0.30 ± 0.05 mm
Cam lift	5.889 mm

Valve lift	10.445 mm
Tiner - Internal Exhaust Gas Recirculation(EGR)	
Intake opening (After BDC, during exhaust stroke)	3 °
Intake valve closing (Before TDC, during Exhaust stroke)	61 °
'Tiner' cam lobe lift	1.076 mm
Intake valve lift (tiner)	1.908 mm
Valve springs	
Number per valve	1 mm
Free length	44.6 mm
Length loaded at 26.1 - 28.9 kg	34 mm
Length loaded at 51.2 - 56.5 kg	23.8 mm
Valve timing	
Intake opening (before top dead centre)	15 °
Intake closing (after bottom dead centre)	45 °
Exhaust opening (before bottom dead centre)	56 °
Exhaust closing (after top dead centre)	26 °
Valve inserts	
Valve guide OD	13.933 - 14.016 mm
Valve guide oversize	0.2 mm
Valve guide interference fit in housing cylinder head	0.005 - 0.050 mm
Valve guide fitted ID after reaming	8.023 - 8.043 mm
Valve stem clearance in guide	0.023 - 0.058 mm (for intake valve) 0.033 - 0.068 mm (for exhaust valve)
Maximum wear clearance .	0.13 mm
Maximum valve stem eccentricity over one revolution with stylus on sealing face	0.03 mm

Crank gear

Crankshaft- Bearings	
Main journal diameter	79.791 - 79.810 mm
Main journal undersize	0.254-0.508-0.762-1.016 mm
Main bearing wall thickness	2.168 - 2.178 mm
Main bearing undersize	0.254-0.508-0.762-1.016 mm
Main journal clearance in bearings	0.034 - 0.103 mm
maximum wear clearance	0.180 mm
Crank pin diameter	63.725 - 63.744 mm
Crank pin undersize	0.254-0.508-0.762-1.016 mm
Big end bearing wall thickness	1.805 - 1.815 mm
Big end bearing undersize	0.254-0.508-0.762-1.016 mm
Crank pin clearance in big end bearing	0.033 - 0.087 mm
maximum wear clearance	0.180 mm
Crankshaft thrust washer thickness	3.378 - 3.429 mm
Thrust washer oversize	0.127-0.254-0.508 mm
Width of main bearing housing over thrust washers	31.766 - 31.918 mm
Length of corresponding main journal	32.000 - 32.100 mm
Crankshaft end float	0.082 - 0.334 mm
maximum wear end float	0.40 mm
Maximum main journal and crank pin ovality or taper after grinding	0.01 mm
Maximum main journal and crankpin ovality or taper due to wear or taper due to wear	0.05 mm
Maximum main journal misalignment	
Crankshaft resting on end journals	0.10 mm
Maximum misalignment of crank pins relative to main journals(in either direction)	0.25 mm
Tolerance from outer crankpin edge to crank-shaft center line	±0.10 mm

Maximum crankshaft flange run-out with gauge, over 108 mm (4.25") diameter (total gauge reading)	0.025 mm
Maximum flywheel seat eccentricity relative to main journals (total gauge reading)	0.04 mm
Connecting rods	
Small end bore diameter	41.846 - 41.884 mm
Small end bushing outer diameter	41.979 - 42.017 mm
Bushing interference fit in small end	0.095 - 0.171 mm
Small end bushing fitted I.D .	38.004 - 38.014 mm
Big end bore diameter	67.407 - 67.422 mm
Maximum connecting rod axis misalignment at 125 mm	± 0.07 mm
Maximum connecting rod weight difference over a complete set from the same engine	25 g
Pistons	
Piston diameter: measured at 12 mm from base of skirt and right angles to pin	103.852 - 103.870 mm
Piston clearance in liner	0.130 - 0.172 mm
max. wear clearance	0.30 mm
Piston oversize range	0.6 mm
Piston stand-out with respect to head at T.D.C	0.430 - 0.840 mm
Piston pin diameter	37.983 - 37.99 mm
Piston pin seat bore in piston	38.000 - 38.006 mm
Piston pin clearance in piston	0.010 - 0.023 mm
Piston pin clearance in small end bushing	0.014 - 0.031 mm
maximum wear clearance	0.06 mm
Maximum weight difference between pistons on same engine	20 g
Piston ring clearance in groove	
• Top	0.090 - 0.122 mm
• 2nd	0.060 - 0.092 mm
• 3rd	0.040 - 0.080 mm
Maximum wear clearance	
• Top	0.50 mm
• 2nd and 3rd .	0.20 mm
Piston ring gap	
• Top	0.30 - 0.45 mm
• 2nd	0.60 - 0.85 mm
• 3rd	0.30 - 0.55 mm
Maximum wear gap	1.20 mm

Valve gear

Valve timing gears	
Timing gear backlash	0.160 mm
Idler gear jack shaft diameter	36.975 - 37.000 mm
Idler gear bushing fitted I.D. after reaming	37.050 - 37.075 mm
Jack shaft journal clearance in bushing	0.050 - 0.100 mm
Max. wear clearance	0.15 mm
Bushing interference fit in idler gear	0.063 - 0.140 mm
Lift and power steering pump drive gear shaft	
Diameter	36.975 - 37.000 mm
Bushing fitted I.D. after reaming	37.050 - 37.075 mm
Shaft clearance in bushing	0.050 - 0.100 mm
Bushing interference fit in housing	0.063 - 0.140 mm
Pump drive gear thrust washer thickness	1.45 - 1.50 mm

Camshaft

Camshaft bushing O.D.

• Front	54.875 - 54.930 mm
• Intermediate	54.375 - 54.430 mm
• Rear	53.875 - 53.930 mm
Bushing interference fit in housing	0.070 - 0.150 mm

Camshaft bushing fitted I.D after reaming:

- Front	51.080 - 51.130 mm
- Intermediate	50.580 - 50.630 mm
- Rear	50.080 - 50.130 mm

Camshaft journal diameter:

- Front	50.970 - 51.000 mm
-Intermediate	50.470 - 50.500 mm
- Rear	49.970 - 50.000 mm

Camshaft journal clearance in bushing

0.080 - 0.160 mm

Maximum wear clearance

0.20 mm

Camshaft end float (thrust plate to associated seat in camshaft)

0.070 - 0.220 mm

Tappets

Tappet O.D

14.950 - 14.970 mm

Tappet clearance in housing on engine block

0.030 - 0.068 mm

Maximum wear clearance

0.15 mm

Tappet oversize

0.1-0.2-0.3 mm

Rocker bore diameter

18.016 - 18.034 mm

Rocker shaft diameter

17.982 - 18.000 mm

Rocker shaft clearance in bracket

0.016 - 0.052 mm

maximum wear clearance

0.15 mm

Rocker spacer spring length:

- Free

59.5 mm

under load **4.7 - 5.3 kg**

44 mm

Valves, guides and springs

Valve head diameter inlet

45.300 - 45.500 mm

Exhaust

40.75 - 41.25 mm

Valve stem diameter

Inlet- **7.985 - 8.000 mm**

Exhaust **7.975 - 7.990 mm**

Valve face angle: inlet

60 ° 30'±7' °

Exhaust

45 ° 30'±7' °

Tappet clearance

0.45 °

Engine inlet

0.30±0.05 mm

Exhaust (cold)

0.30±0.05 mm

Cam lift: inlet

5.889 mm

exhaust

6.127 mm

Valve lift: inlet

10.445 mm

Exhaust

10.868 mm

Lubrication system

Oil pump

Gear, crankshaft driven

Oil pump drive ratio

1.27:1

Oil pressure

Rated – **3 - 4.5 bar**

Peak torque – **2.5 - 3.5 bar**

Relief valve crack-off setting .

3.6 bar

Assembly. clearance between shaft and bushing oil pump drive

0.016 - 0.070 mm

Shaft clearance in driven gear

0.016 - 0.054 mm

Gear backlash

0.100 mm

Gear radial clearance in pump housing

0.015 - 0.067 mm

Drive and driven gear width

15.973 - 16.000 mm

Gear housing depth in pump body	16.016 - 16.080 mm
Drive and driven gear end float	0.016 - 0.107 mm
Relief valve spring length:	
- Free	35.9 mm
- AT load 134.55±6.73 N	29 mm
- AT load 245.70±12.3 N	23.2 mm
Oil filter	Mesh on suction and cartridge on delivery

Cooling system

Water pump		Centrifugal, vane	
	60 / 55 Hp	65 Hp	75 Hp
Water pump drive ratio	1.04	1.18	1.38
Shaft interference fit in impeller		0.017 - 0.059 mm	
Shaft interference fit in fan hub		0.024 - 0.058 mm	
Face sealing bushing interference fit in impeller		0.012 - 0.058 mm	
Thermostat type		Wax	
Opening temperature		79±2 °C	
Close off temperature		94 °C	
Valve travel when fully open		7.5 mm	
Radiator		Vertical tube and Aluminium fins	
Fan		Suction, steel, 6 blades	
Water temperature gauge		Three colored sectors	
Temperature range for each sector:			
- white sector		0 - 40 °C	
- green sector		40 - 112 °C	
- red sector		112 - 120 °C	

Fuel system

Fuel feed pump		Double diaphragm	
Operation		Engine driven	
Minimum fuel flow at 1600 RPM shaft speed		100 L/hour	
Drive shaft eccentricity		3 mm	
Fuel pump drive Shaft journal dia		31.975 - 32.000 mm	
Bushing fitted I.D. after reaming		32.050 - 32.075 mm	
Shaft clearance in bushing		0.050 - 0.100 mm	
Bushing interference fit in housing		0.063 - 0.140 mm	
Inner washer thickness		1.45 - 1.50 mm	
Outer washer thickness		2.93 - 3.00 mm	
Injection pump		Distributor, integral governor and advance device	
- BOSCH			
	55 Hp	60 Hp	65 Hp
	0460423063 (with LDA)	(0460423072) With KSB	0460423073 With KSB
	0460423079 (without LDA)	(0460423076) Without KSB	(0460423077) Without KSB
		75 Hp	
		(0460423075) With KSB	
		(0460423078) Without KSB	
		1-2-3	
Firing order :			
Injectors:	55 / 60 / 65 Hp		75 Hp
Make	BOSCH		BOSCH
Nozzle holder	F002 C70 567 (KBAL 86 P 163)		F002 C70 567 (KBAL 86 P 163)
Nozzle.	F002 C40 750 (DSL A 142 P 5565)		F002 C40 738 (DSL A 145 P 5544)

Number of spray orifices	6	6
Spray orifice diameter	0.176 mm	0.193 mm
Pressure setting	260 - 268 Kg/cm ²	260 - 268 Kg/cm ²
Delivery pipes		
Type		5801439057
pipe dimensions		6X1.6X530
Pump timing, cylinder no. 1 in compression stroke (delivery connection of cylinder no. 1: marked with letter "A")	55 hp-0.45±0.05 mm plunger lift @ TDC (without LDA)	55 hp- 0.6±0.05 mm plunger lift @ TDC (with LDA)
	60 hp- 1±0.05 mm plunger lift @ TDC	65 hp- 1±0.05 mm plunger lift @ TDC
	75 hp- 1.2±0.05 mm plunger lift @ TDC	

Engine - Torque

TIGHTENING TORQUES

Description	Thread size	Torque (Nm)	Angle
Cap screw, cylinder head (C1)	M12 x 1.25	40	130±5 + 140±5 °
Cap screw, main bearing caps (C2)	M14 x 1.25	80	90 °
Cap screw, timing cover and case (C3)	M12 x 1.25	40	
Cap screw, connecting rod caps (C4)	M11 x 1.25	40	60 °
Cap screw, flywheel (C5)	M12 x 1.25	40	60 °
Cap screw, rocker shaft bracket (C6)	M8x1.25	25	
Nut, crankshaft pulley hub (C7)	M30 x 1.5	300	
Cap screw, fan and alternator drive pulley(C8)	M12 x 1.25	49	
Nut, injection pump shaft gear (C9)	M12 x 1.25	64	
Nuts, injection pump to support (C10)	M12 x 1.25	23	
Retaining screws, additional weights (C11)	M12 x 1.25	110	

Engine - Sealing

SEALANTS

Operation Description	Sealant Specification
Adopter for Oil Filter (S1)	LOCTITE® 270
Adopter for Tachometer Cable (S2)	LOCTITE® 243™
Flywheel Housing to Engine Block (S3)	LOCTITE® 510™
Timing Gear case Studs (S4)	LOCTITE® 270
Timing Gear cover Dowel pin(S5)	LOCTITE® 270
Starter Motor to Flywheel Housing (S6)	LOCTITE® 510™
Allen Plug in Cylinder Head Thermostat Housing (S7)	LOCTITE® 243™
Cylinder Head Exhaust Manifold Studs (S8)	LOCTITE® 270
Oil Sump to Engine Block (S9)	LOCTITE® 5900®
Silencer mounting Studs on Exhaust Manifold(S10)	LOCTITE® NICKEL ANTI-SEIZE 77164
Flywheel Bolt (S11)	LOCTITE® 243™

Engine - Special tools

TT4.55	ANZ --- APAC --- LA --- MEA
TT4.75	APAC --- MEA

Serial number	Special tool description	Special tool number
1	Engine stand with support	380000301
2	Nozzle tester	380000215
3	Sling hook engine	380000216
4	Adopter for slide hammer	380000541

Engine - Engine and crankcase

Serial number	Special tool description	Special tool number
5	Tappet adjusting screw driver	380000232
6	Angular torquing gauge	380000304
7	Remover, filters	380200593
8	Engine oil pressure gauge with adapter	380200591
9	Remover, fuel injection pump nut	380200594
10	Wrench to remove solenoid switch	380200595
11	Compression gauge	380200596
12	Dummy injector (turbo engine)	380200334

Engine - Overview DESCRIPTION AND OPERATION

The engine is a 3 cylinder engine with Turbo Charger and a inter-cooler. This engine features 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 HEAD ASSEMBLY

The cylinder head consists of valves and springs, with the valve rocker arm shaft assembly bolted to the cylinder block through the cylinder head. Cylinder head retaining bolts are evenly spaced with a six- point pattern around each cylinder; this ensures an even clamping load across the cylinder head. The intake and exhaust manifolds are bolted to the head; the intake manifold is mounted on the right side of the engine, with the diesel injectors mounted outside the rocker cover. The exhaust manifold is mounted on the left side of the engine. Water outlet connections and thermostat being attached to the front of the cylinder block directly behind the radiator Valve guides are inserted into the cylinder head, and replaceable. Special replaceable cast alloy valve seats are pressed into each valve port during manufacturing. No oversize valve seats on guides are available. All valves are fitted with positive valve rotators; valve clearance is maintained by adjustment of the self locking adjusting screw, mounted in each of the rocker arms.

CAMSHAFT ASSEMBLY

The camshaft runs in 3 replaceable bushes. The camshaft drive gear is in mesh with and driven by the camshaft idler gear which is driven by the crankshaft timing gear. Camshaft end thrust is controlled by a thrust plate bolted to the block, and located between the camshaft gear and the front camshaft journal. A helical gear is integral on rear of cam shaft, and drives the engine oil lubrication pump mounted forward of the flywheel.

Cylinder block assembly

The cylinder block is an alloy cast iron with deep cylinder skirts & water jackets for cooling the cylinders. The cylinder bores are machined integral with the cylinder block, during the manufacturing process. Cylinders are inline and vertical and numbered from 1 to 3 from front of the engine to the rear. The oil sump, which is attached to the bottom of the cylinder block, is the reservoir for the engine oil lubrication system. A cast iron engine front cover and front plate is attached to the front of the engine and covers all of the timing gear assembly.

CRANKSHAFT ASSEMBLY

The crankshaft is supported in the cylinder block by 4 main bearings. The crankshaft is manufactured from steel with machined finished crank webs, End thrust is controlled by a thrust bearing. A dynamic balancer is fitted and driven by crankshaft to ensure smooth running operation. Front and rear crankshaft oil sealing is affected by one piece seals that are designed for long and durable service life.

CONNECTING RODS

The "Wedge" shaped at the small end of the connecting rod has been designed to reduce the reciprocating weight at the piston end. The connecting rods have a heavy beam construction and are assembled as a matched set to each engine. They are attached to the crankshaft, by means of insert type bearings. They are retained in position by the connecting rod big end cap and secured by two bolts per rod. The small end of the connecting rod is fitted with a replaceable bronze bushing, through which the free floating piston pin is fitted. The steel pin being held in place within the piston by two snap rings.

PISTONS

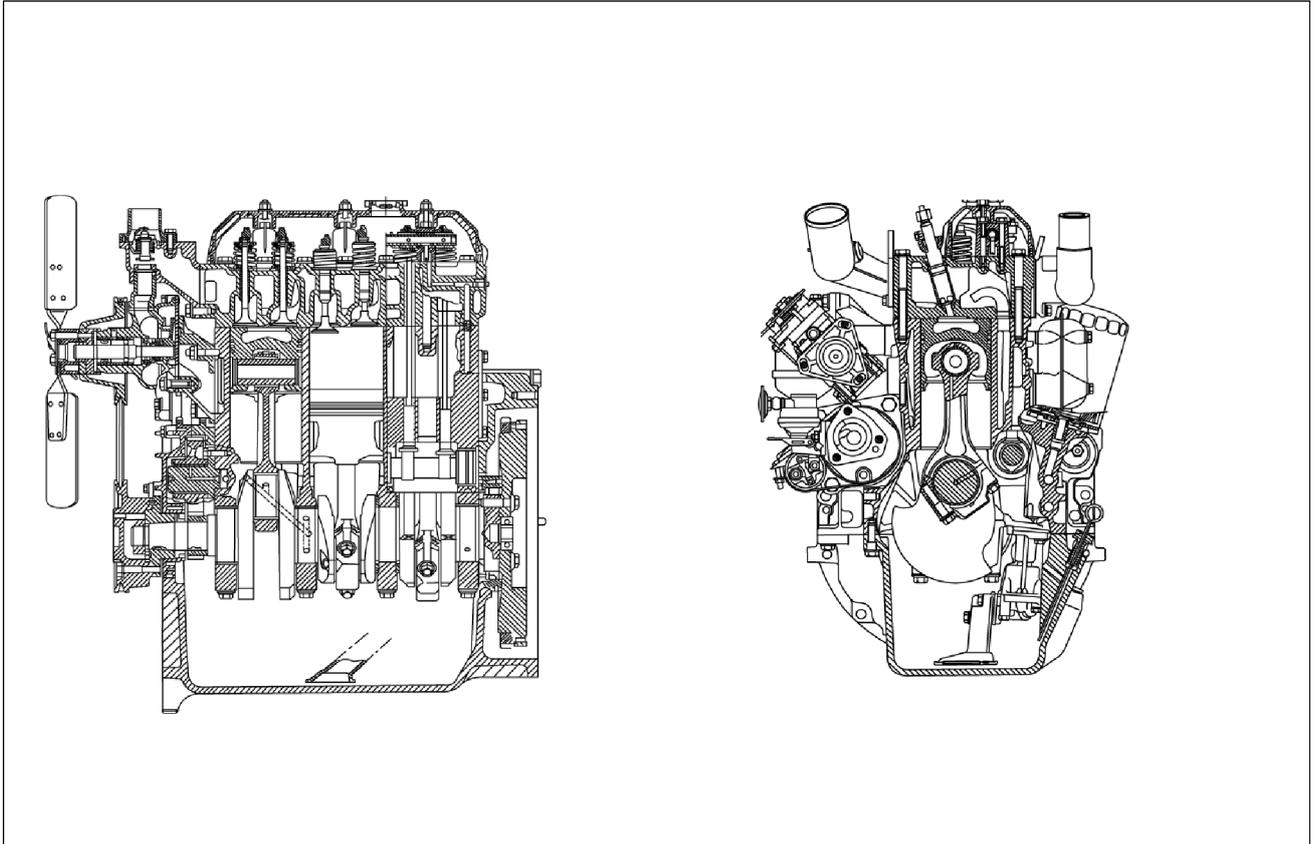
Pistons are constructed of an aluminium silicon alloy with notch type combustion chamber being recessed in to the piston crowns.

Each piston has two compression rings and one oil control ring, to reduce the friction and increase positive seating. All rings are located above the piston pin.

Manifolds

The cross flow design aluminium intake, and cast iron exhaust manifolds are on opposite sides of the cylinder head. This is designed to maintain balanced heat distribution within the cylinder head. The configuration of the manifolds

also ensures minimum heat transfer to the intake manifold. The intake manifold is connected through hose to air cleaner.



NDIL14TR00001FA 1

Timing gears

The crankshaft timing gear is heated and press fitted on to the front of the crankshaft, to a high degree of accuracy during manufacturing. This enables precise timing being maintained during the life of the engine. The crankshaft gear drives the idler gear, which is attached to the front of cylinder block. The idler gear then drives the camshaft and the injection pump via meshing helical gears

The camshaft gear is bolted to the front of the shaft and is keyed to maintain position of the gear on the camshaft.

LUBRICATION SYSTEM

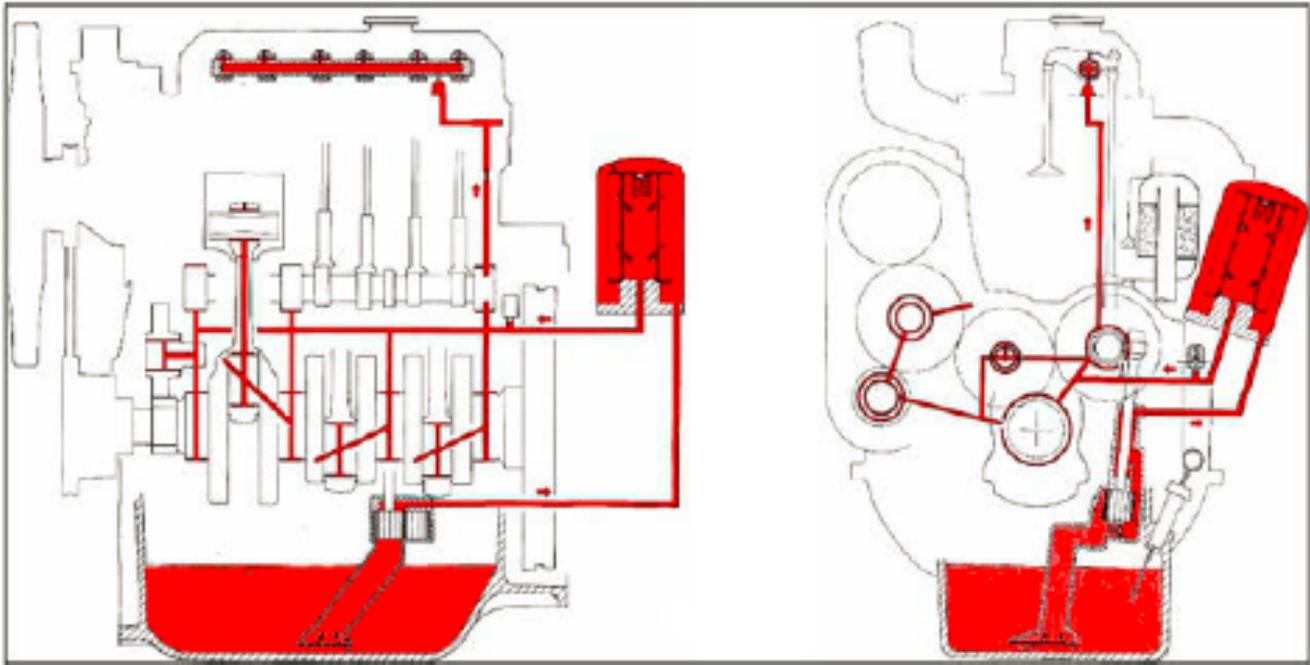
Lubrication of the engine, Figure 7 & 8 is maintained by a gear type oil pump mounted in the rear of the engine block., forward of the flywheel on the left hand side viewing from rear side of the engine. The oil pump is driven from the rear of the camshaft and drains oil from the engine oil sump through a tube and screen assembly

A spring loaded relief valve is integral with the oil filter and prevents over pressurization of the system. A spin on type oil filter is mounted externally to its support housing on the left hand side of the engine. Oil flows from the filter to the main oil gallery, which runs the length of the cylinder block, which also intersects the camshaft follower chamber.

The main gallery also supplies oil to the crankshaft main bearings, connecting rods both big and small ends and timing gear bushes. The underside of the pistons and pins are lubricated by oil pressure jets.

Timing gears are lubricated by splashed oil from the cam follower chamber and the pressure lubricated camshaft drive gear bushing.

An intermittent flow of oil is directed to the valve rocker arm shaft assembly via a drilled passage in the cylinder block. This is located vertically above No. 3 camshaft bearing and aligns to a hole in the cylinder head. The rotation of the camshaft allows a controlled intermediate flow of lubrication.



GNIL14TR02062EA 2

COOLING SYSTEM

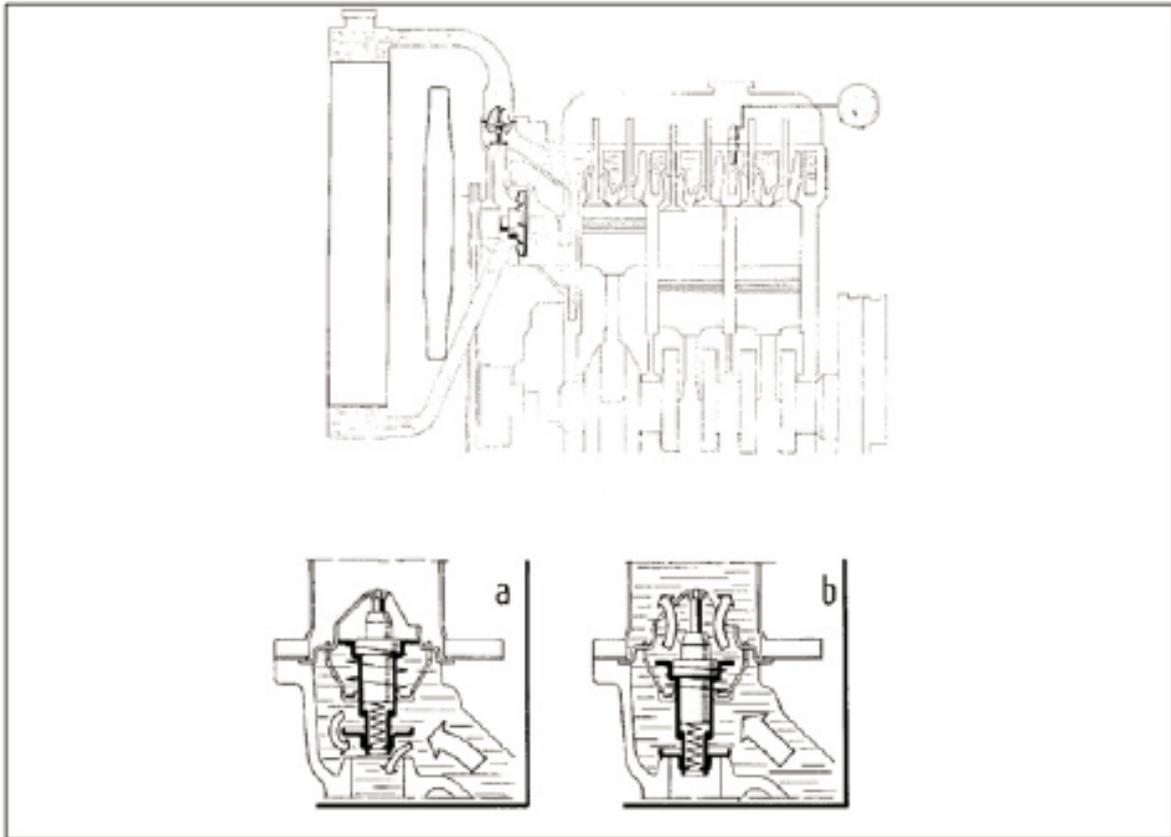
The function of the water pump mounted at the front of the engine, is to maintain a continuous flow of water around the cooling system. This is essential to ensure engine temperature and performance within the recommended range, during vehicle operation.

The Water pump is driven by a 'V' belt by the crankshaft pulley, when the engine is running.

The cooling system for the new generation of engines is of recirculating by-pass type with full length water jackets for the bottom tank of the radiator by the water pump, which passes the coolant to the cylinder block. This coolant then flows through cored passages to cool the cylinder walls.

Passages in the cylinder head gasket allow coolant to flow from the cylinder block, into the cylinder head cored passages also conduct the coolant to the fuel injector nozzle locations before re-entering the water pump below the thermostat

The thermostat is located in the top of the water pump body, and controls the flow of the water as required by temperature changes.



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NOTE: A faulty thermostat may cause the engine to operate at too high (hot) or low (cold) operating temperature. If not replaced this could result in a damaged engine or impaired engine performance. When the thermostat is closed a recirculating by-pass is provided to allow the coolant to recirculate from the head to the block in order to aid a faster warm-up. Once the engine has reached its normal operating temperature, the thermostat will open and allow water to be drawn through the radiator by the pump action. Cooled water then returns to the engine system. Cooling occurs as the coolant passes down through the radiator cores, which are exposed to the air as it is drawn through the radiator by the fan.

NOTE: Do not operate an engine without a thermostat. The cooling system incorporates a drain plug, on the left hand side of the cylinder block. The cap on the radiator is a system pressure cap and should not be removed unless refilling the system from empty.

The engine cooling fan is mounted on a pump pulley which is belt driven from the crankshaft.

Engine - Remove

Preliminary instructions

In the following procedures and illustrations the engine is shown removed from the tractor. However there are certain operations that can be performed with the engine still in the tractor, or separated at the connection to the front axle support, or separated from the transmission housing.

The engine overhaul procedure initially describes the assembly process for rebuilding an engine using all new components. Following this section are defined headings, which describe detailed repair specifications and procedures, where components are suitable for re-use. See **Engine - General specification (10.001)**, to ensure components are serviceable.

Where overhaul of components is required without engine being removed from the tractor refer to the following headings, and the relevant paragraphs, in the main overhaul procedure

Operations or repairs that can be performed with the engine still in the tractor.

1. Cylinder head and associated inlet and exhaust components.
2. Fuel injection pump and related parts.
3. Water pump, thermostat, and associated components.
4. Front timing cover/timing gear removal
5. Front pulley

Operations or repairs that are performed with the engine separated from the front axle

1. Oil pan removal for access to oil pan gasket, crankshaft, bearing shells, piston removal and oil pump.

Operations or repairs that are performed with the engine separated from the transmission housing, and with oil pan removed

1. Crankshaft rear oil seal and carrier removal. Dismantle the engine by referring to the removal procedure. Refer to the specification section wherever necessary.

NOTE: All gaskets, seals and 'O' rings must be replaced while reassembling. Where new sealant is to be applied refer to "Engine Specifications".

Engine removal

WARNING

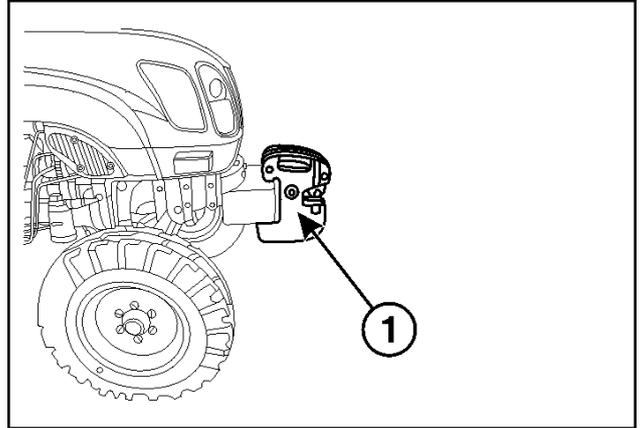
Avoid injury!

Handle all parts carefully. Do not place your hands or fingers between parts. Use Personal Protective Equipment (PPE) as indicated in this manual, including protective goggles, gloves, and safety footwear.

Failure to comply could result in death or serious injury.

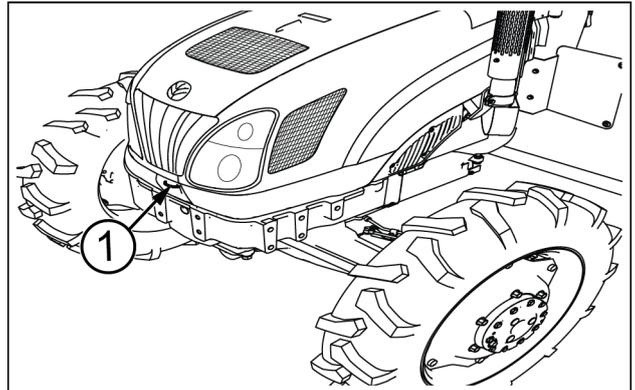
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1. Remove front ballast weights **(1)**, if fitted.



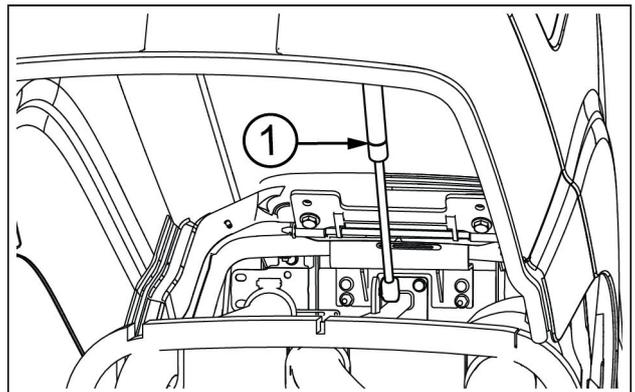
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2. Pull the lock **(1)** out, and open the front hood.



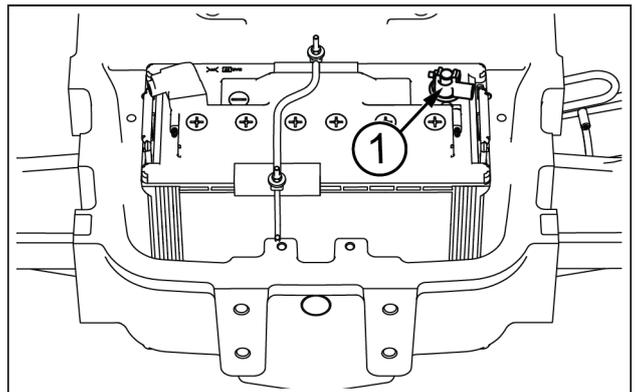
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3. To maintain the hood in the raised position, a gas strut **(1)** is provided underside the hood.



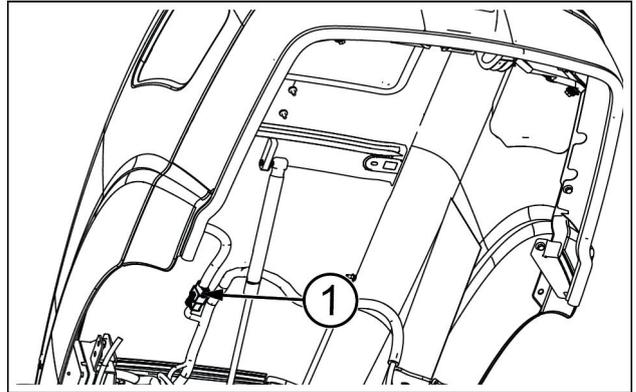
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4. Disconnect the negative terminal **(1)** of the battery followed by the positive terminal.



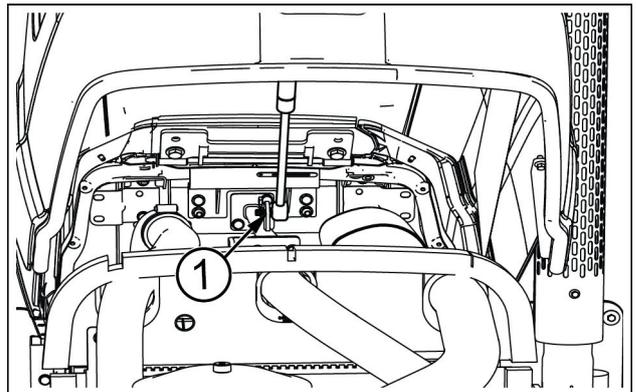
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5. Disconnect the electric coupler **(1)** of head lamp harness located near hood gas strut.



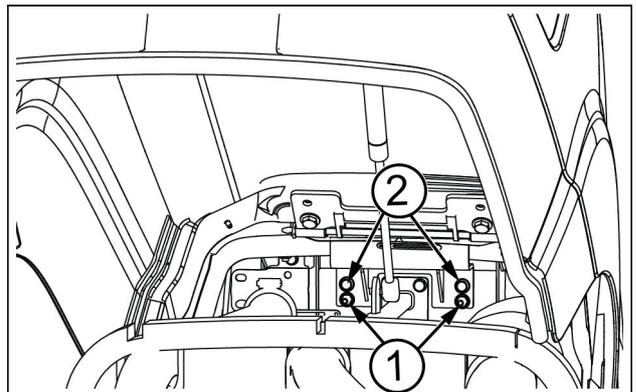
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6. Loosen the lower nut of gas strut **(1)**.



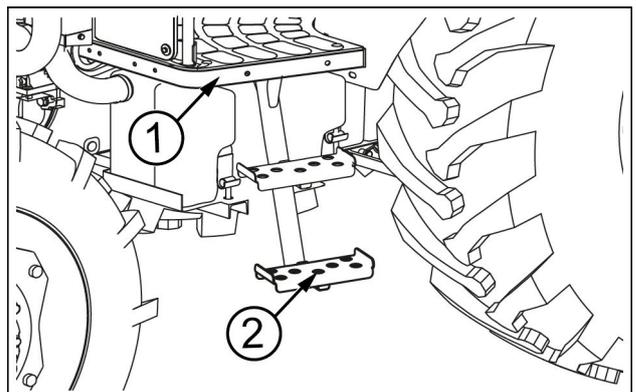
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7. Loosen and remove the two lower nuts **(1)** and the two upper bolts **(2)** of front hood mounting bracket and remove the front hood.



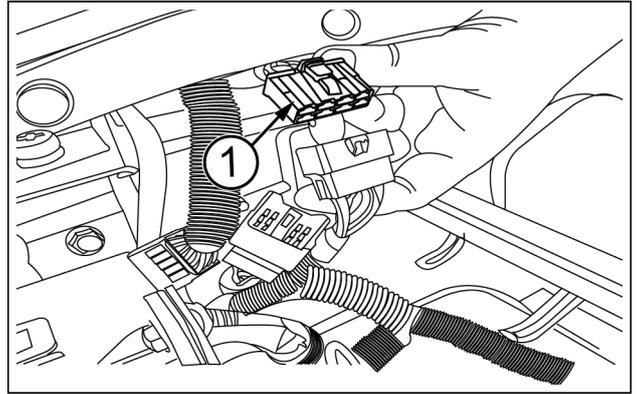
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8. Drain the coolant and disconnect the radiator hoses. Disconnect the intercooler and oil cooler hoses.
9. Loosen and remove the four bolts below the LH side footboard **(1)** for the removal of foot ladder **(2)**.



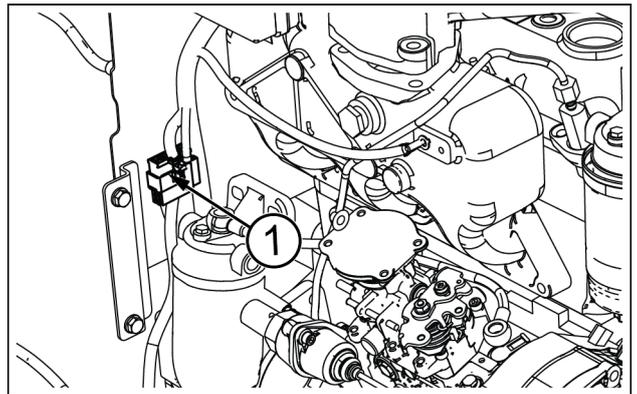
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10. Disconnect the wiring harness coupler. **(1)** (Main to Instrument Cluster)



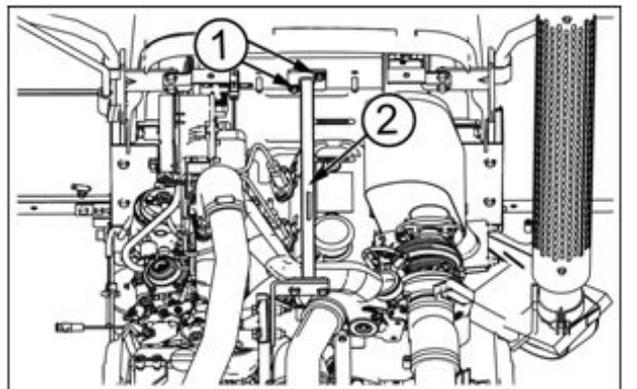
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11. Disconnect Wiring harness coupler (Main to rear) **(1)**.



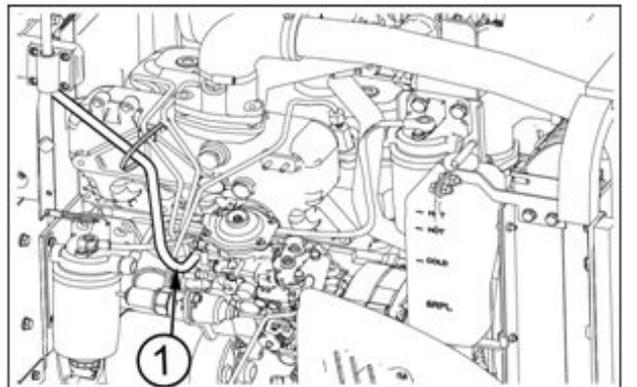
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12. Loosen and remove the four bolts (two from each side) and remove the support bar **(2)**.



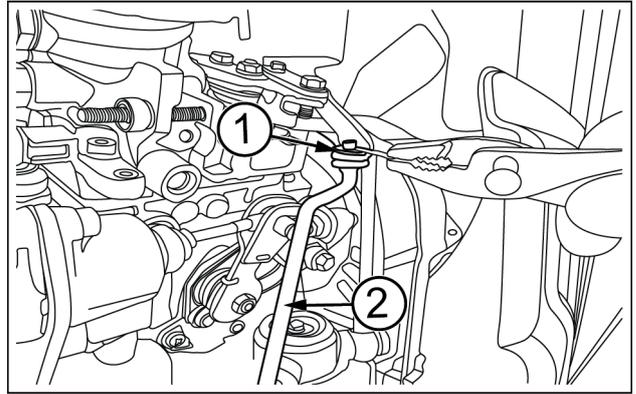
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13. Loosen the hose clamp and disconnect the hose connecting Fuel Injection Pump (FIP) to fuel tank **(1)**.



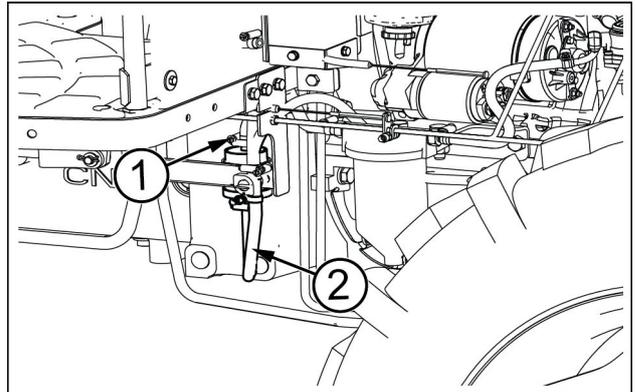
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14. Remove split pin (1) and disconnect accelerator rod from FIP lever (2).



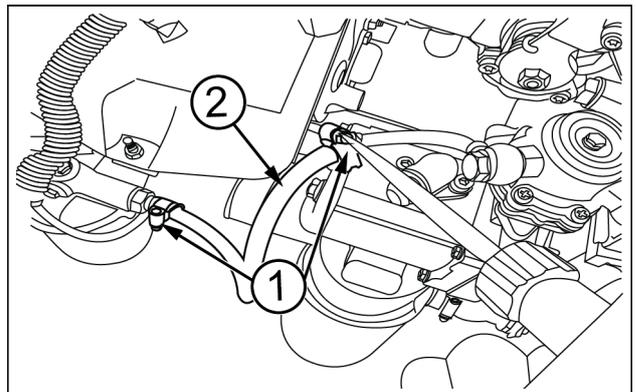
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15. Loosen worm drive clamp of fuel suction flexible pipe (1) and disconnect the flexible pipe, connecting pre-filter to water separator (2).



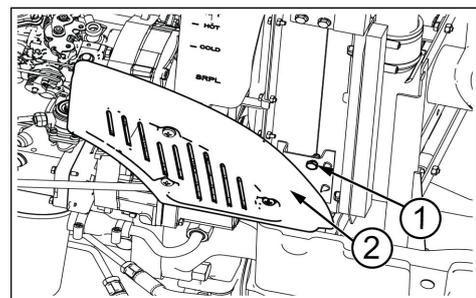
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16. Loosen worm drive clamp of fuel suction flexible pipe (1) and disconnect the hose (2) connecting water separator to feed pump.



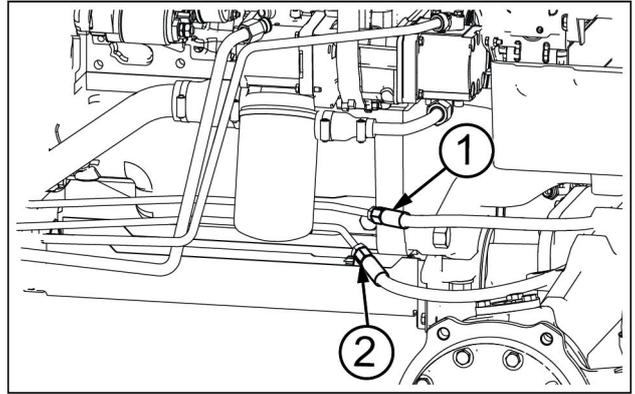
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17. Loosen and remove the two bolts (1) from the bracket. Remove the side panel with bracket, mounted on radiator (2).



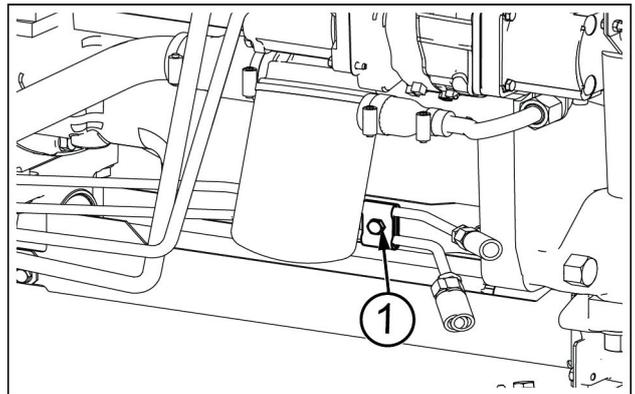
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18. Disconnect the power steering pipe connecting steering pipes with steering cylinder (**1**) & (**2**).



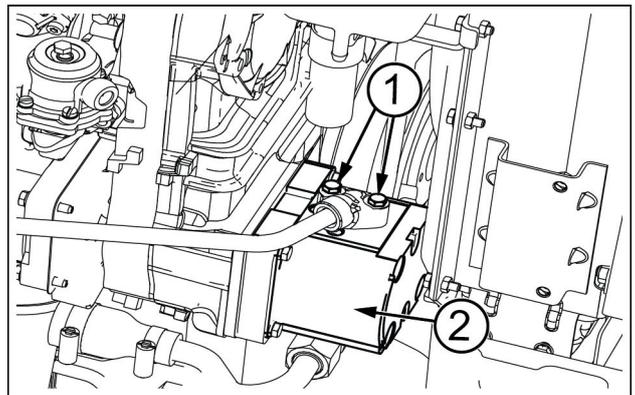
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19. Loosen pipe clamp (**1**) holding the power steering pipes.



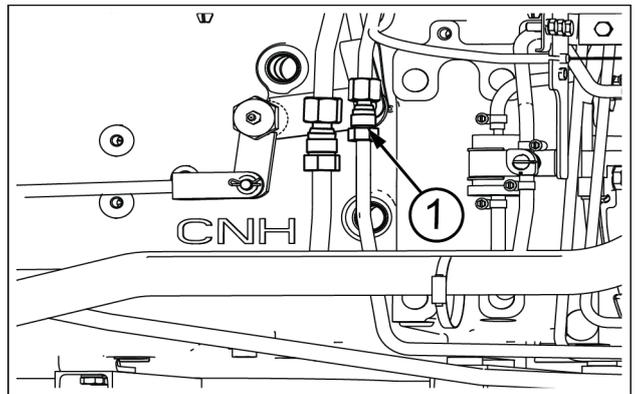
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20. Loosen and remove the two bolts (**1**) and detach power steering delivery pipe from power steering pump (**2**).



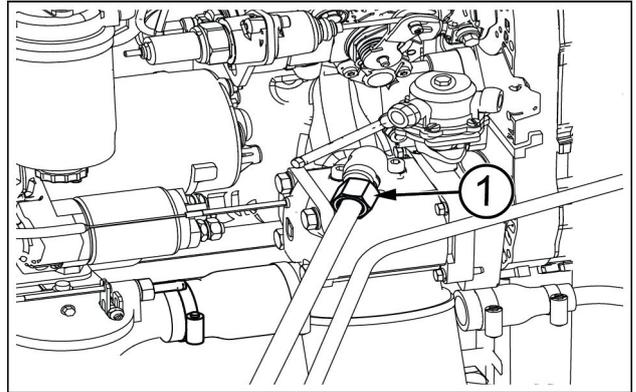
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21. Detach power steering pipe (**1**), connecting power steering motor and power steering pump.



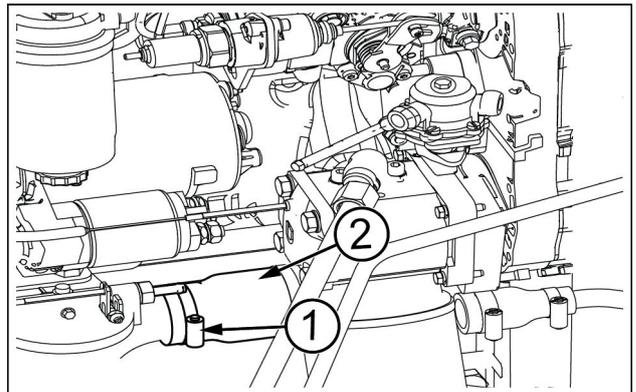
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22. Loosen and remove the hollow nuts **(1)** ,from both ends, and disconnect the hydraulic delivery pipe from hydraulic pump.



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23. Loosen hose clamp **(1)**. Remove the hydraulic suction hose **(2)** connecting hydraulic pipe to hydraulic filter.



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24. Loosen the 4 bolts **(1)** and remove shield **(2)** on LH side. Similarly remove the shield on RH side.

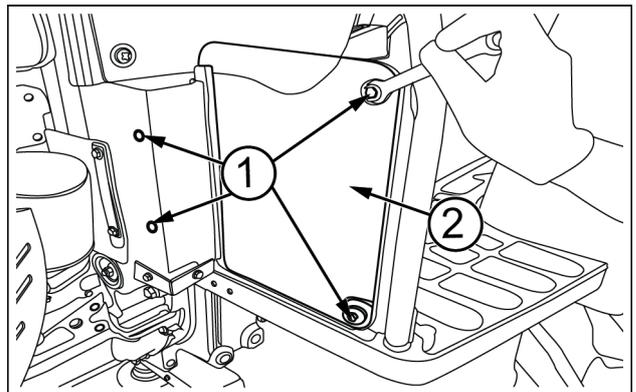
25. In case of Four-Wheel Drive (4WD), remove the propeller shaft and the shields. Refer drive lines section for removal details.

26. Remove the exhaust pipes referring to the “exhaus pipe removal” process

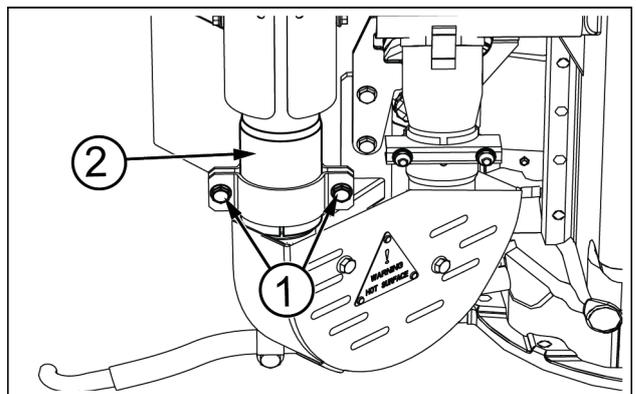
27. Cut the plastic clamp and take out complete center wiring to front side

28. remove wiring connections of alternator, sensor, WT relay, OPS, FIP and starter solenoid.

29. Loosen and remove the two clamp bolts **(1)** and remove muffler pipe **(2)**.

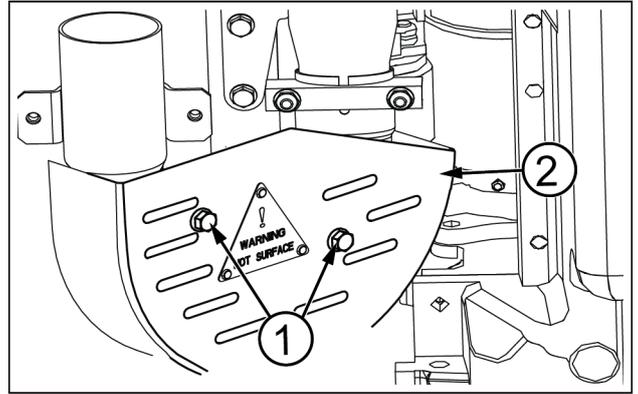


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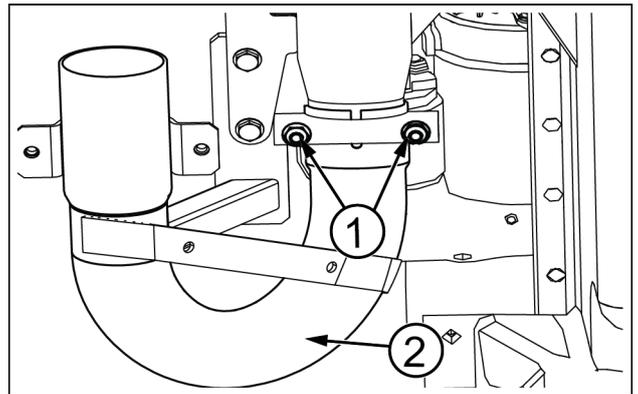
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30. Loosen and remove the bolts (1). Remove the heat shield (2).



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31. Loosen and remove the "U" clamp bolts (1). Remove the muffler U -pipe (2).

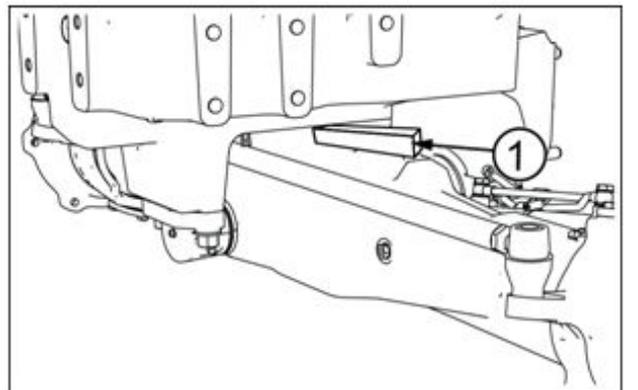


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32. Separate the Four-Wheel Drive (4WD) shaft from the front axle (if fitted). See **Dropbox drive shaft - Remove (21.200)**.

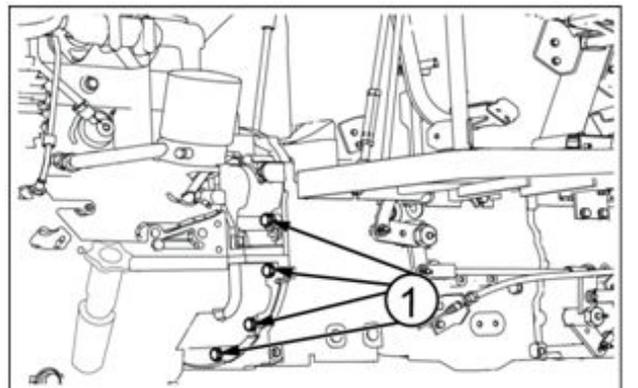
33. Use wedge (1) between the axle and front axle support to prevent articulation.

34. Support front axle with a movable jack and rail and immovable screw jack below engine frame.



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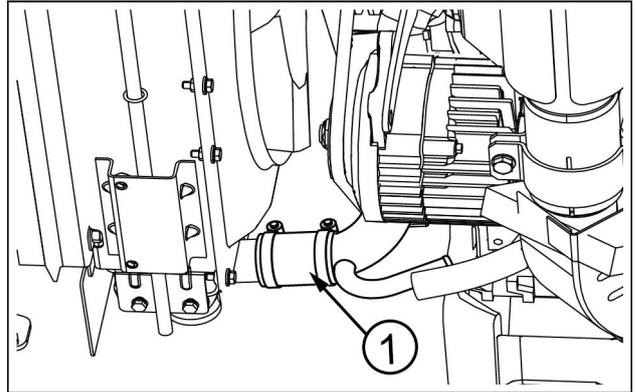
35. Remove the twelve buckle up bolts (1) between engine & master clutch housing. Pull the engine away using moving rail jack.



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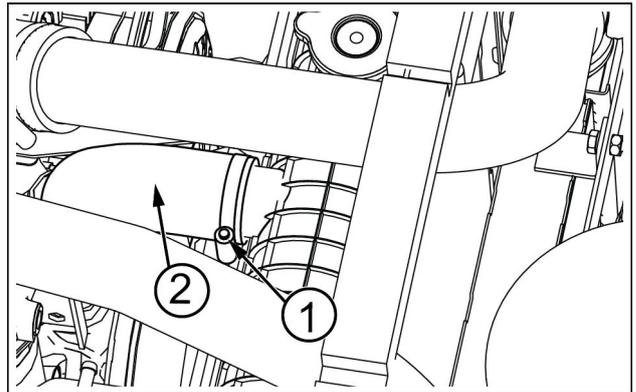
Separating the front axle from the engine

1. Loosen and remove the hose clamps and remove the bottom hose (1) from radiator to drain the coolant.



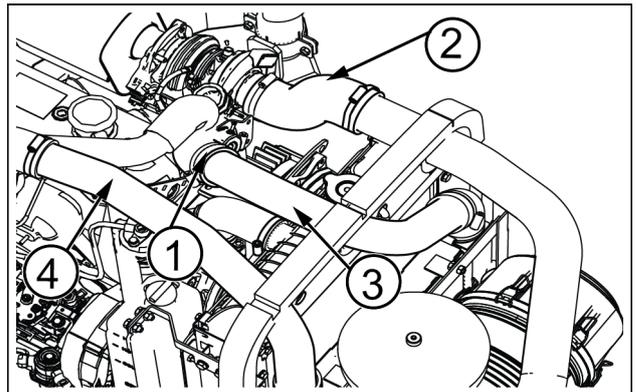
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2. Detach radiator upper hose (2) by removing the hose clamp (1)



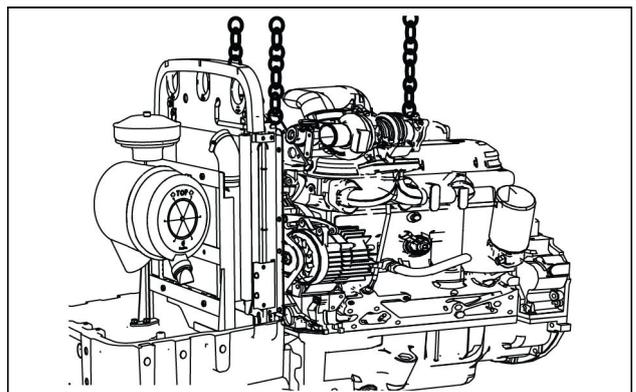
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3. Loosen and remove the hose clamps (1). Disconnect hose (2) from air cleaner to turbocharger. Turbocharger to after cooler (3). Inter cooler to air intake (4).



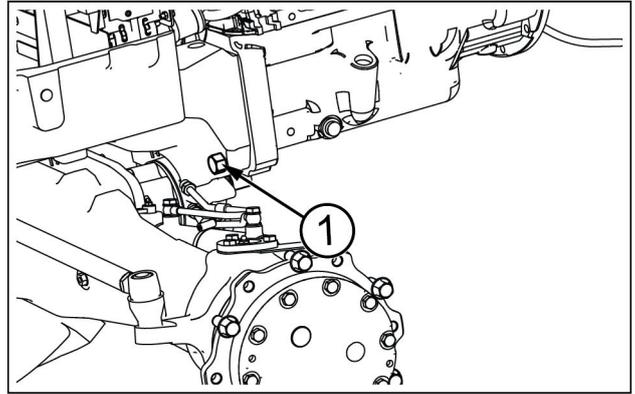
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4. Connect the engine to a suitable hoist.



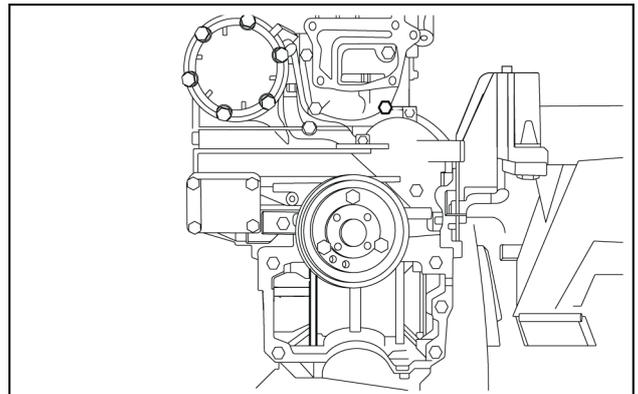
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4. Remove the four buckle up bolts (1) coupling engine and front axle support. Separate it from the front axle.



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5. Remove the engine from front axle carefully. Mount it on engine stand **380000301**.



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