

MDF0893A

T5030 - T5040 - T5050 - T5060 - T5070 TRACTORS SERVICE MANUAL

SECTIONS

GENERAL GUIDELINES	00
ENGINE	10
CLUTCH	18
TRANSMISSIONS	21
DRIVE LINES	23
FRONT MECHANICAL TRANSMISSION	25
REAR MECHANICAL TRANSMISSION	27
POWER TAKE-OFF	31
BRAKES	33
HYDRAULIC SYSTEMS	35
STEERING	41
AXLE AND WHEELS	44
CAB AIR CONDITIONING SYSTEM	50
ELECTRICAL SYSTEM	55
PLATFORM, CAB, BODYWORK	90

S E R V I C E

INTRODUCTORY NOTES

- *This manual is divided into sections identified by two-figure numbers and each section has independent page numbering.*
- *The different sections can easily be found by consulting the table of contents on the following pages.*
- *The document number of the manual and the edition/update dates are given at the bottom of each page.*
- *Pages updated in the future will be identified by the same document number followed by an additional digit: first edition standard manual 87679925A - 1st update 87679925A1 - 2nd update 87679925A2 - etc. The update pages can replace or supplement the pages of the standard manual; the information necessary for the procedure for adding or replacing pages is given on the title page of the update. The publication will be completed with an appropriate index. If it is necessary to issue a new updated manual (2nd edition) it will have document number 87679925B, this indicates that the manual is composed of the standard version 87679925A completed with all the updates: 1st update 87679925A1 - 2nd update 87679925A2 - etc.*
- *The information contained in this manual was current on the date printed on each section. As NEW HOLLAND constantly improves its product range, some information may be out of date subsequent to modifications implemented for technical or commercial reasons or to meet legal requirements in different countries. In the event of conflicting information, consult the NEW HOLLAND Sales and Service Departments.*

IMPORTANT WARNINGS

- *All maintenance and repair work described in this manual must be performed exclusively by NEW HOLLAND, service technicians in strict accordance with the instructions given and using any specific tools necessary.*
- *Anyone performing the operations described herein without strictly following the instructions is personally responsible for any eventual injury or damage to property.*
- *The Manufacturer and all organisations belonging to the Manufacturer's distribution network, including but not restricted to national, regional or local distributors, will accept no responsibility for personal injury or damage to property caused by abnormal function of parts and/or components not approved by the Manufacturer, including those used for maintenance and/or repair of the product manufactured or marketed by the Manufacturer. In any case, the product manufactured or marketed by the Manufacturer is covered by no guarantee of any kind against personal injury or damage to property caused by abnormal function of parts and/or components not approved by the Manufacturer.*

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mod. T5030, T5040, T5050, T5060
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**These pages replace the corresponding pages in the Manual of
mod. T5030, T5040, T5050, T5060**

- contents volume 1 pages 3 to 8.
- section 10 chap. 1, pages 1 to 6 and 53–54.
- section 18, Chapter 1, pages 9–10.
- section 25, Chapter 1, pages 7–8, 29–30 and 47–48.
- section 33, Chapter 1, pages 3–4.
- section 33, Chapter 2, pages 1 to 18.
- section 35 Chap. 1, pages 23–24.
- section 35 Chap. 4, pages 5 to 10.
- contents volume 2 pages 1 to 4.
- section 35 Chap. 7, pages 17–18.
- section 41, Chapter 1, pages 7–8.
- section 55 Chap. 6, pages 1 to 32, 39–40, 49–50, 57 to 60, 71 to 74, 83 to 86, 93–94, 99 to 02, 113 to 116 and 125 to 128.
- contents volume 3 pages 1–2.
- section 55 Chap. 7, pages 1–4, 11 to 22, 69–70, 73–74, 79 to 82, 91 to 94 and 111 to 118.
- section 55 Chap. 10, pages 7–8 and 27–28.

The following pages are newly issued:

- section 33, Chapter 2, pages 19 to 22.
- section 35 Chap. 8, pages 1 to 106.
- section 55 Chap. 3, pages 1 to 14.
- section 55 Chap. 4, pages 1 to 8.
- section 55 Chap. 5, pages 1 to 14.
- section 55 Chap. 7, pages 141 to 142.
- section 55 Chap. 8, pages 1 to 30.
- section 55 Chap. 9, pages 1 to 234.

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- preface pages 1-2
- contents volume 1 pages 3 to 8.
- Sect. 00, Chapter 1, pages 5-6.
- Sect. 10 chap. 1, pages 1 to 6, 53 and 54.
- Sect. 18, Chapter 1, pages 5-6.
- Sect. 21 Chap. 3, pages 35-36 and 39-40.
- Sect. 21 Chap. 4, pages 49-50 and 53 to 56.
- Sect. 27, Chapter 1, pages 3-4, 15 to 18 and 49 to 54.
- Sect. 31, Chapter 2, pages 1 to 4 and 25-26.
- Sect. 33, Chapter 1, pages 3-4.
- Sect. 35 Chap. 1, pages 3-4 and 49-50.
- contents volume 2 pages 1 to 4.
- Sect. 35 Chap. 6, pages 3-4 and 19-20.
- Sect. 35 Chap. 7, pages 1-2 and 15-16.
- Sect. 35 Chap. 8, pages 3-4.
- Sect. 41, Chapter 1, pages 19-20.
- Sect. 55 Chap. 3, pages 1-2.
- Sect. 55 Chap. 5, pages 1-2.
- Sect. 55 Chap. 6, pages 1-2, 39 to 56, 63 to 68, 77 to 80 85 to 88, 91 to 98, 105 to 110, 119 to 122, 129 to 134, 147 to 150, 161-162, 177 to 180, 189-190, 205 to 208, 219-220, 235 to 238 and 243 to 250.
- contents volume 3 pages 1-2.
- Sect. 55 Chap. 7, pages 1 to 8, 11-12, 15-16, 53 to 62, 77-78, 87-88, 109 to 112, 125-126 and 131-132.
- Sect. 55 Chap. 9, pages 23 to 34, 87-88, 117-118, 133-134, 169-170, 187-188,
- Sect. 55 Chap. 10, pages 1 to 42.

The following pages are newly issued:

- Sect. 21 Chap. 5, pages 1 to 26.
- Sect. 55 Chap. 6, pages 251 to 254
- Sect. 55 Chap. 7, pages 143 to 150,
- Sect. 55 Chap. 9, pages 235 to 254,
- Sect. 55 Chap. 10, pages 43-44.

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CONTENTS VOLUME 1

	Page	Date		Page	Date
00 - GENERAL GUIDELINES			Checks and measurements - clutch	7-8	11-07
General instructions	1-2	11-07	Adjustments - clutch pedal	9	02-08
Safety regulations	3-4-5	11-07	Removal-Installation - clutch	10-12	11-07
Tractor refuelling	6	02-10	Clutch Overhaul	13-16	11-07
			Adjustments - clutch disengagement levers	17	11-07
10 - ENGINE			21 - TRANSMISSIONS		
Summary	1	02-10	CHAPTER 1 - Reverser		
General specifications	2-4	02-10	Summary	1	11-07
Fuel system data	5	02-10	Main Data	2	11-07
Torque Specifications	6-8	11-07	Transmission diagrams	3	11-07
Special Tools	9	11-07	Torque Specifications	4	11-07
View of 4-cylinder engine	10	11-07	Special Tools	5	11-07
Fault diagnosis	11-14	11-07	Sections	5-6	11-07
Engine removal-installation	15-32	11-07	Description and operation	7	11-07
Replacing crankshaft front seal	33-35	11-07	Fault diagnosis	7-8	11-07
Replacing crankshaft rear seal	36-38	11-07	Disassembly-Assembly - reverser-clutch casing	8-12	11-07
Adjusting tappet, valve and rocker arm clearance	39-41	11-07	Transmission longitudinal cutaway section view	13-14	11-07
Removal-Installation - injectors	42-44	11-07	CHAPTER 2 - Reverser and creeper unit		
Removal - Installation - Bosch injection pump	45-49	11-07	Summary	1	11-07
Injection pump, renewal and checking timing	50-54	02-10	Main Data	2	11-07
Bosch injection pump - air bleeding	54	11-07	Transmission diagrams	3	11-07
Removal-Installation - coolant pump	55-56	11-07	Tightening torque	4	11-07
Removal-Installation - thermostat valve	57-58	11-07	Special Tools	5-6	11-07
Removal-Installation - radiator	59-65	11-07	Sections	7-8	11-07
Coolant pump drive belt adjustment	66-67	11-07	Description and operation	9	11-07
			Fault diagnosis	9	11-07
18 - CLUTCH			Replacing clutch casing-reverser and creeper unit	10-15	11-07
Summary	1	11-07	End float adjustment between shaft and support	16-17	11-07
Main Data	2	11-07	Transmission longitudinal cutaway section view	18	11-07
Torque Specifications	3	11-07	CHAPTER 3 - Power Shuttle Transmission (12X12)		
Special Tools	3	11-07	Summary	1	11-07
Sections	4-5	02-10	Main Data	2-3	11-07
Fault diagnosis	6	11-07			

	Page	Date		Page	Date
Transmission diagrams . . .	4	11-07	Disassembly-Assembly - clutch (A) and (B)	42÷47	11-07
Tightening torque	5-6	11-07	Calibrations	48	11-07
Special Tools	7-8	11-07	HH MENU access	48-49	11-07
Sections	9÷10	11-07	Clutch calibration H1 menu transmission	50÷52	02-10
Description and operation .	11-12	11-07	Transmission fault codes .	53÷55	02-10
Hydraulics	13÷16	11-07	Transmission longitudinal cutaway section view	56	11-07
Range and gear lever posi- tion sensor adjustment	17-18	11-07			
Disassembly-Assembly - clutch casing with Power Shuttle units	19÷23	11-07	CHAPTER 5 - Power Shuttle transmission with creeper unit - 20X20 version		
Disassembly-Assembly - driving shaft	24-25	11-07	Summary	1	02-10
Disassembly-Assembly - clutch (A) and (B)	25÷32	11-07	Main Data	2-3	02-10
Calibrations	33	11-07	Transmission diagrams . . .	4	02-10
HH MENU access	33-34	11-07	Tightening torque	5-6	02-10
Clutch calibration H1 menu transmission	35÷37	02-10	Special Tools	7-8	02-10
Transmission fault codes .	38÷40	02-10	Sections	9÷11	02-10
Transmission longitudinal cutaway section view	41	11-07	Description and operation .	12	02-10
			Creeper unit troubleshoot- ing	13	02-10
CHAPTER 4 - Power Shuttle transmission with dual command (2 speed power shift) function			Disassembly-Assembly - clutch casing with Power Shuttle and creeper units .	14÷17	02-10
Summary	1	11-07	Calibrations	18	02-10
Main Data	2-3	11-07	HH MENU access	18-19	02-10
Transmission diagrams . . .	4	11-07	Clutch calibration H1 menu transmission	20÷22	02-10
Tightening torque	5-6	11-07	Transmission fault codes .	23÷25	02-10
Special Tools	7-8	11-07			
Sections	9÷11	11-07	23 - DRIVE LINES		
Description and operation .	12÷18	11-07	Summary	1	11-07
Range and gear lever posi- tion sensor adjustment . . .	19-20	11-07	Main Data	2	11-07
Removal-Installation - clutch casing with Power Shuttle and Dual Command (2 Speed Power Shift) units	21÷29	11-07	Torque Specifications	3	11-07
Disassembly-Assembly - clutch casing with Power Shuttle and Dual Command (2 Speed Power Shift) units	30÷36	11-07	Special Tools	3	11-07
Disassembly-Assembly - driving shaft	37-38	11-07	Sections	4	11-07
Disassembly-Assembly - driven shaft	39÷41	11-07	Description and operation .	5	11-07
			Fault diagnosis	6	11-07
			Removal-Installation - ser- vices control valve	7÷9	11-07
			Disassembly-Assembly - services control valve	10÷11	11-07
			Removal-Installation - drive gear casing	12÷16	11-07

	Page	Date		Page	Date
Disassembly-Assembly - drive gear casing	17÷20	11-07	Disassembly-Assembly - transmission-gearbox casing	35÷42	11-07
25 - FRONT AXLE MECHANICAL TRANSMISSION					
Summary	1	11-07	Gearbox driving shaft end float adjustment	43	11-07
Main Data	2÷4	11-07	Adjustments - differential lock engagement sleeve position	44	11-07
Torque Specifications	5÷7	11-07	Determining the bevel pin- ion positioning adjustment ring	45-46	11-07
Special Tools	8-9	02-08	Tapered roller bearings adjustment for pinion shaft	47	11-07
Sections	10÷14	11-07	Adjusting the bevel crown wheel bearings and check- ing the clearance between the sides of the bevel drive teeth	48÷50	02-10
Description and operation .	15-16	11-07	Adjusting the preloading on the bevel drive bearings .	51-52	02-10
Fault diagnosis	17	11-07	Differential pinion and side gear backlash adjustment .	53-54	02-10
Rules for correctly fitting the axle support to the engine	18	11-07	Differential lock pedal travel adjustment	55	11-07
Removal-Installation - front axle	19÷22	11-07	Removal-Installation - fi- nal drive	56÷59	11-07
Disassembly-Assembly - front axle	23÷31	11-07	Disassembly-Assembly - epicyclic final drive	59	11-07
Overhaul - front differential	32	11-07	Disassembly-Assembly - drive wheel shaft	60-61	11-07
Overhaul - front axle differ- ential with LIM-SLIP	33-34	11-07	31 - POWER TAKE-OFF		
Overhaul - differential lock unit	35-36	11-07	CHAPTER 1 - Mechanical power take-off		
Disassembly-Assembly - front epicyclic final drive without brake	37÷40	11-07	Summary	1	11-07
Disassembly-Assembly - front epicyclic final drive with brake	41÷43	11-07	Main Data	2-3	11-07
Replacing wheel hub seal with brake	44	11-07	Special Tools	3	11-07
Stub axle adjustments	45-46	11-07	Torque Specifications	4	11-07
Adjustments - bevel drive	47÷51	11-07	Sections	5÷9	11-07
27 - REAR MECHANICAL TRANSMISSION			Description and operation .	10-11	11-07
Summary	1	11-07	Fault diagnosis	11	11-07
Main Data	2÷4	02-10	Fitting cooler with mechani- cal transmission and power take-off	12-13	11-07
Torque Specifications	5-6	11-07	Cooling system description and operation	14	11-07
Special Tools	7÷11	11-07	Removal-Installation - power take-off	15÷17	11-07
Sections	12÷17	02-10			
Description and operation .	18	02-10			
Fault diagnosis	19-20	11-07			
Removal-Installation - transmission-gearbox casing	21÷34	11-07			

	Page	Date		Page	Date
Disassembly-Assembly - power take-off	18÷20	11-07	Service brake circuit air bleeding	14-15	11-07
CHAPTER 2 - Mechanical power take-off			Removal-Installation - service brake pump	16-17	11-07
Summary	1	02-10	Adjusting the height of the service brake pedals	17	11-07
Main Data	2-4	02-10	Removal-Installation - service brake	18÷22	11-07
Special Tools	5	11-07	CHAPTER 2 - Trailer air brakes (Italian and German version)		
Torque Specifications	6	11-07	Summary	1	02-08
Sections	7÷14	11-07	Main Data	1	02-08
Description and operation .	15÷24	11-07	Torque Specifications	2	02-08
Additional PTO controls for cab-version tractors with Power Shuttle transmis- sions	25-26	02-10	Special Tools	2	02-08
Rear PTO fault code listing	26	02-10	Sections	3÷7	02-08
Fault diagnosis	27	11-07	Description and operation .	8-9	02-08
Replacing the power take- off brake	28-29	11-07	Operation of single trailer brake circuit components .	10÷16	02-08
Removal-Installation - power take-off	30÷33	11-07	Fault diagnosis	17	02-08
Disassembly-Assembly - power take-off	34÷40	11-07	Pressure tests	18÷22	02-08
Fitting cooler with mechani- cal transmission and elec- tro-hydraulic power take- off	41-42	11-07	35 - HYDRAULIC SYSTEMS		
Cooling system description and operation	43	11-07	CHAPTER 1 - Rear mechanical hydraulic lift		
33 - BRAKES			Summary	1	11-07
CHAPTER 1 - Brakes			Main Data	2÷6	02-10
Summary	1	11-07	Torque Specifications	7-8	11-07
Main Data	2	11-07	Special Tools	9	11-07
Torque Specifications	3	02-10	Sections	10-11	11-07
Sections	4-5	11-07	Description and operation .	12÷15	11-07
Description and operation .	6	11-07	Fault diagnosis	16-17	11-07
Hydraulic diagram - brakes	7	11-07	Hydraulic lift pump compo- nents	18-19	11-07
Pilot valve operation	8	11-07	Replacing the set of pump seals	19	11-07
Fault diagnosis	9	11-07	Disassembly-Assembly - LIFT-O-MATIC control ...	20	11-07
Adjustments - parking handbrake travel	10	11-07	Adjustments - lift rod mechanism	21-22	11-07
Removal-Installation/Dis- assembly-Assembly park- ing brake casing	11÷13	11-07	LIFT-O-MATIC device up- ward travel adjustment ...	23	02-08
			Disassembly-Assembly - external lift controls	24	02-08
			Removal-Installation - lift .	25÷31	11-07
			Disassembly-Assembly - lift	32÷36	11-07

	Page	Date		Page	Date	
Adjusting the lift	37÷42	11-07	CHAPTER 4 - Trailer brakes auxiliary control valves			
Removal-Installation - lift control valve	43-44	11-07		Summary	1	11-07
Disassembly-Assembly - lift control valve	45÷49	11-07		Sections	1	11-07
Lift pressure relief valve - removal/installation and setting	50	02-10		Description and operation .	1÷5	11-07
			Operating diagrams	6÷9	02-08	
			Fault diagnosis	10÷12	11-07	
CHAPTER 2 - Open centre system auxiliary control valves			CHAPTER 5 - Supplementary Cylinder			
Summary	1	11-07	Summary	1	11-07	
Main Data	1	11-07	Main Data	1	11-07	
Special Tools	1	11-07	Sections	1	11-07	
Torque Specifications	2	11-07	Description and operation .	1	11-07	
Sections	3÷5	11-07	Removal-Installation/Disassembly-Assembly - supplementary cylinder	2	11-07	
Description and operation .	6÷9	11-07				
Disassembly-Assembly - auxiliary control valves	10-11	11-07				
Rod hardening test	11	11-07				
Blow-by test	12	11-07				
Adjustment of the automatic detent release pressure	12	11-07				
CHAPTER 3 - Auxiliary control valves (BOSCH)						
Summary	1	11-07				
Main Data	2	11-07				
Special Tools	2	11-07				
Torque Specifications	3	11-07				
View of BOSCH auxiliary control valve components	4	11-07				
Description and operation .	4-5	11-07				
Control valve components	6÷9	11-07				
Description and operation - Hydraulic system	10÷18	11-07				
Removal-Installation - BOSCH auxiliary control valves	19÷21	11-07				
Disassembly-Assembly - BOSCH auxiliary control valves	22÷26	11-07				
Quick coupler maintenance	27-28	11-07				
Fault diagnosis	29-30	11-07				

GENERAL INSTRUCTIONS

IMPORTANT NOTICE

All maintenance and repair work described in this manual must be performed exclusively by NEW HOLLAND service technicians, in strict accordance with the instructions given and using any specific tools necessary.

Anyone performing the operations described herein without strictly following the instructions is personally responsible for any eventual injury or damage to property.

SHIMMING

For each adjustment operation, select adjusting shims and measure individually using a micrometer, then add up the recorder values: Do not rely on measuring the entire shimming set, which may be incorrect, or the rated value indicated for each on shim.

ROTATING SHAFT SEALS

For correct rotating shaft seal installation, proceed as follows:

- before assembly, allow the seal to soak in the oil it will be sealing for at least thirty minutes;
- thoroughly clean the shaft and check that the working surface on the shaft is not damaged;
- position the sealing lip facing the fluid; with hydrodynamic lips, take into consideration the shaft rotation direction and position the grooves so that they will deviate the fluid towards the inner side of the seal;
- coat the sealing lip with a thin layer of lubricant (use oil rather than grease) and fill the gap between the sealing lip and the dust lip on double lip seals with grease;
- insert the seal in its seat and press down using a flat punch; do not tap the seal with a hammer or mallet;
- whilst inserting the seal, check that it is perpendicular to the seat; once settled, make sure that it makes contact with the thrust element, if required;
- to prevent damaging the seal lip on the shaft, position a protective guard during installation operations.

O-RING SEALS

Lubricate the O-RING seals before inserting them in the seats, this will prevent them from overturning and twisting, which would jeopardise sealing efficiency.

SEALING COMPOUNDS

Apply one of the following sealing compounds on the mating surfaces marked with an X: RTV SILMATE, RHODORSIL CAF 1 or LOCTITE PLASTIC GASKET.

Before applying the sealing compound, prepare the surfaces as follows:

- remove any incrustations using a wire brush;
- thoroughly de-grease the surfaces using one of the following cleaning agents: trichlorethylene, petrol or a water and soda solution.

BEARINGS

When installing bearings it is advised to:

- heat the bearings to 80 ÷ 90 °C before fitting on the shafts;
- allow the bearings to cool before installing them.

SPRING PINS

When fitting split socket elastic pins, ensure that the pin notch is positioned in the direction of the force required to stress the pin.

Spiral spring pins do not require special positioning.

SPARE PARTS

Use solely **genuine parts**, which guarantee the same quality, duration and safety as the original parts as they are identical to the ones fitted during production.

Only **genuine parts** can offer this guarantee.

When ordering spare parts, always provide the following information:

- tractor model (commercial name) and frame number;
- engine type and number;
- part number of the ordered part, which can be found in the "Microfiches" or the "Spare Parts Catalogue", used for order processing.

NOTES FOR EQUIPMENT

The tools that NEW HOLLAND propose and illustrate in this manual are:

- specifically researched and designed for use with NEW HOLLAND vehicles;
- necessary to make reliable repair;
- accurately built and strictly tested to offer efficient and long-lasting working means.

By using these tools, repair personnel will benefit from:

- operating in optimal technical conditions;
- obtaining the best results;
- saving time and effort;
- working in safe conditions.

IMPORTANT NOTES

Wear limit values indicated for certain parts are recommended, but not binding. The terms "front", "rear", "right-hand" and "left-hand" (when referred to different parts) are intended as seen from the driving position with the tractor in the normal direction of movement.

MOVING THE TRACTOR WITH THE BATTERY REMOVED

External power supply cables should only be connected to the respective positive and negative cable terminals, using efficient clamps that guarantee adequate and secure contact.

Disconnect all services (lights, windshield wipers, etc.) before starting the vehicle.

If the vehicle electrical system requires checking, carry out operations with the power supply connected; once checking is completed, disconnect all services and switch off the power supply before disconnecting the cables.

SAFETY REGULATIONS

WARNING AND DANGER SYMBOL



This warning symbol points out important messages concerning your safety.

Carefully read the following safety regulations and observe advised precautions in order to avoid potential hazards and safeguard your health and safety.

In this manual the symbol is accompanied by the following key-words:

WARNING - Warnings concerning unsuitable repair operations that may jeopardise the safety of Repair personnel.

DANGER - Specific warnings concerning potential hazards for operator safety or for other persons directly or indirectly involved.



TO PREVENT ACCIDENTS

Most accidents or injuries that occur in workshops are the result of non-observance of simple and fundamental safety regulations.

For this reason, IN MOST CASES THESE ACCIDENTS CAN BE AVOIDED: by foreseeing possible causes and consequently acting with the necessary caution and care.

Accidents may occur with all types of vehicle, regardless of how well it was designed and built.

A careful and judicious service technician is the best guarantee against accidents.

Precise observance of the most basic safety rule is normally sufficient to avoid many serious accidents.

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

SAFETY REGULATIONS

GENERAL

- Carefully follow specified repair and maintenance procedures.
- Do not wear rings, wristwatches, jewellery, unbuttoned or loose articles of clothing such as: ties, torn clothing, scarves, open jackets or shirts with open zips that may remain entangled in moving parts.

It is advised to wear approved safety clothing, e.g: non-slip footwear, gloves, safety goggles, helmets, etc.

- Do not carry out repair operations with someone sitting in the driver's seat, unless the person is a trained technician who is assisting with the operation in question.
- Operate the vehicle and use the implements exclusively from the driver's seat.
- Do not carry out operations on the vehicle with the engine running, unless 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 must be carried out using extreme care and attention.
- Service steps and platforms used in a workshop or in the field should be built in compliance with the safety rules in force.
- Disconnect the batteries and label all controls to indicate that the vehicle is being serviced. Block the machine and all equipment which should be raised.
- Do not check or fill fuel tanks, accumulator batteries, nor use starting liquid when smoking or near naked flames, as these fluids are inflammable.
- Brakes are inoperative if manually released for repair or maintenance purposes.
Use blocks or similar devices to secure the machine in these conditions.
- The fuel nozzle should always be in contact with the filling aperture. Maintain this position until filling operations are completed in order to avoid possible sparks caused by the accumulation of static electricity.

- Only use specified towing points for towing the tractor, connect parts carefully. Make sure that all pins and/or locks are secured in position before applying traction.
Never remain near the towing bars, cables or chains that are operating under load.
- Transport vehicles that cannot be driven using a trailer or a low-loading platform trolley, if available.
- When loading or unloading the vehicle from the trailer (or other means of transport), select a flat area capable of sustaining the trailer or truck wheels, firmly secure the tractor to the truck or trailer and lock the wheels in the position.
- Electric heaters, battery-chargers and similar equipment must only be powered by auxiliary power supplies with efficient ground insulation to avoid electrical shock hazards.
- Always use suitable hoisting or lifting devices when raising or moving heavy parts.
- Take extra care if bystanders are present.
- Never pour gasoline or diesel oil into open, wide and low containers.
- Never use gasoline, diesel oil or other inflammable liquids as cleaning agents. Use non-inflammable, non toxic commercially available solvents.
- Wear safety goggles with side guards when cleaning parts with compressed air.
- Limit the air pressure to a maximum of 2.1 bar, according to local regulations.
- Do not run the engine in confined spaces without suitable ventilation.
- Do not smoke, use naked flames, or cause sparks in the area when fuel filling or handling highly inflammable liquids.
- Never use naked flames for lighting when working on the machine or checking for leaks.
- All movements must be carried out carefully when working under, on or near the vehicle and wear protective equipment: helmets, goggles and special footwear.
- When carrying out checks with the engine running, request the assistance of an operator in the driver's seat. The operator must maintain visual contact with the service technician at all times.
- If operating outside the workshop, position the vehicle on a flat surface and lock in position. If working on a slope, lock the vehicle in position and move to a flat area as soon as is safely possible.
- Damaged or bent chains or cables are unreliable. Do not use them for lifting or towing.
Always use suitable protective gloves when handling chains or cables.
- Chains should always be safely secured. Make sure that the hitch-up point is capable of sustaining the load in question.
Keep the area near the hitch-up point, chains or cables free of all bystanders.
- Maintenance and repair operations must be carried out in a CLEAN and DRY area, eliminate any water or oil spillage immediately.
- Do not create piles of oil or grease-soaked rags as they represent a serious fire hazard; store them in a closed metal container.
Before starting the vehicle or implements, make sure that the driver's seat is locked in position and always check that the area is free of persons or obstacles.
- Empty pockets of all objects that may fall unobserved into the vehicle parts when disassembled.
- In the presence of protruding metal parts, use protective goggles or goggles with side guards, helmets, special footwear and gloves.
- When welding, use protective safety devices: tinted safety goggles, helmets, special overalls, gloves and footwear. All persons present in the area where welding is taking place must wear tinted goggles.
NEVER LOOK DIRECTLY AT THE WELDING ARC WITHOUT SUITABLE EYE PROTECTION.
- Metal cables tend to fray with repeated use. Always use suitable protective devices (gloves, goggles, etc.) when handling cables.
- Handle all parts carefully, do not put your hands or fingers between moving parts, wear suitable safety clothing - safety goggles, gloves and shoes.

START UP

- Never start the engine in confined spaces that are not equipped with adequate ventilation for exhaust gas extraction.
- Never place the head, body, limbs, feet, hands or fingers near fans or rotating belts.

ENGINE

- Always loosen the radiator cap slowly before removing it to allow any remaining pressure in the system to be discharged. Coolant should only be added when the engine is stopped or idling, if hot.
- Never fill up with fuel when the engine is running, especially if hot, in order to prevent the outbreak of fire as a result of fuel spillage.
- Never check or adjust fan belt tension when the engine is running.
Never adjust the fuel injection pump when the vehicle is moving.
- Never lubricate the vehicle when the engine is running.

ELECTRICAL SYSTEMS

- If it is necessary to use auxiliary batteries, remember that both ends of the cables must be connected as follows: (+) with (+) and (-) with (-).
- Avoid short-circuiting the terminals. **GAS RELEASED FROM BATTERIES IS HIGHLY INFLAMMABLE.**
- During charging, leave the battery compartment uncovered to improve ventilation.
- Never check the battery charge using "jumpers" (metal objects placed on the terminals).
- Avoid sparks or flames near the battery zone to prevent explosion hazards.
- Before servicing operations, check for fuel or current leaks: Eliminate any eventual leaks before starting work.
- Do not charge batteries in confined spaces: Make sure that there is adequate ventilation in order to prevent accidental explosion hazards as a result of the accumulation of gases released during charging operations.
- Always disconnect the battery before performing any kind of servicing on the electrical system.

HYDRAULIC SYSTEMS

- A liquid leaking from a tiny hole may be almost invisible but, at the same time, be powerful enough to penetrate the skin. Check for leaks using a piece of cardboard, **NEVER USE HANDS.**

- If any liquid penetrates skin tissue, call for medical aid immediately.
- Serious skin infections may result if medical attention is not given.
- Use the specific tools when checking pressure values on the hydraulic system.

WHEELS AND TYRES

- Make sure that the tyres are correctly inflated at the pressure specified by the manufacturer.
Periodically check the rims and tyres for damage.
- Stand away from (at the side of) the tyre when checking inflation pressure.
- Only check pressure when the vehicle is unloaded and the tyres are cold, to avoid incorrect readings as a result of over-pressure.
- Do not re-use parts of recovered wheels as incorrect welding or brazing may heat the material, causing it to weaken and eventually damage or break the wheel.
- Never cut or weld a rim mounted with an inflated tyre.
- When removing the wheels, lock both the front and rear vehicle wheels.
- Always position support stands when raising the vehicle, in order to conform to current safety regulations.
- Deflate the tyre before removing any object caught in the tyre tread.
- Never inflate tyres using inflammable gases; this could cause an explosion and put operator safety at risk.

REMOVAL AND RE-FITTING

- Lift and handle all heavy parts using suitable lifting equipment and make sure that all slings and hooks are correctly secured.
- Handle all parts carefully during lifting operations, keep an eye on the personnel working near the load to be lifted. Never insert hands or fingers between parts, always wear approved accident prevention clothing (goggles, gloves and work boots).
- Avoid twisting chains or metal cables and always wear safety gloves when handling cables or chains.

CONSUMABLES

COMPONENT TO BE FILLED OR TOPPED UP	QUANTITY dm ³ (litres)	RECOMMENDED NEW HOLLAND PRODUCT	NEW HOLLAND SPECIFICATION	INTERNATIONAL SPECIFICATION
Cooling system: less cab: with cab:	14 16	Water and AMBRA AGRIFLU 50% + 50%	NH 900 A	-
Windscreen wash reservoir .	2	Water & cleaning liquid	-	-
Fuel tank - all models - mod.: 71/97, 78/106 and 83/113 KW/CV (suppl. tank)	127 40	Decanted, filtered diesel fuel	-	-
Engine oil sump: without filter: with filter:	8,9 9,5	AMBRA MASTERGOLD HSP fluid	NH 330H (SAE 15 - 40) NH 324H (SAE 10W-30)	API CH-4 ACEA E5 SAE 15W-40 API CH-4 SAE 10W-30
Brake control circuit without front brakes	0,4	AMBRA BRAKE LHM fluid	NH 610 A	ISO 7308
Front axle: axle housing: - all models final drives (each): - with brakes - without brakes	7,5 2,0 1.4	AMBRA MULTI G fluid	NH 410 B	API GL4 ISO 32/46 SAE 10W-30
Rear transmission (bevel drive, final drives and brakes), gearbox, hydraulic lift, PTO and power steering - Mech. transmissions - Power shuttle	50 60			
Front hubs	-	AMBRA GR9 grease	NH 710 A	NLGI 2
Grease fittings	-			
Antifreeze fluid reservoir for air brakes	0,5	Antifreeze fluid AMBRA SUPER FLUID	NH 202 A	-

(overleaf)

Head retaining bolts (*):	-	-	-	-
1 st phase - 2 nd phase	M12x70	50	5.0	90°
1 st phase - 2 nd phase - 3 rd phase	M12x140	40	4.0	90° + 90°
1 st phase - 2 nd phase - 3 rd phase	M12x180	70	7.0	90° + 90°
Rocker arm covers	M8x1.25x65	24 ± 4	2.4 ± 0.4	-
Intake manifold fastening	M8x1.25	24 ± 4	2.4 ± 0.4	-
Air intake union assembly	M8x1.25	24 ± 4	2.4 ± 0.4	-
Oil by-pass valve fastening on the filter head	M22x1.5x10	80 ± 8	8.0 ± 0.8	-
Plug	M12x1.25x12	10 ± 1	1.0 ± 0.1	-
Exhaust manifold fastening	M10x1.25x65	43 ± 6	4.3 ± 0.6	-
Coolant pump fastening	M8x1.25x25	24 ± 4	2.4 ± 0.4	-
Coolant inlet connector assembly	M8x1.25x35	24 ± 4	2.4 ± 0.4	-
	M8x1.25x70	24 ± 4	2.4 ± 0.4	-
Fan hub fastening	M10x1.25x20	33 ± 5	3.3 ± 0.3	-
Fan pulley fastening	M6	10 ± 2	1.0 ± 0.2	-
	M10	43 ± 6	4.3 ± 0.6	-
Rear lifting bracket fastening	M12x1.75x30	77 ± 12	7.7 ± 1.2	-
Crankshaft pulley	M12x1.75 (10.9)	110 ± 5	11.0 ± 0.5	-
Flywheel casing fastening:	M12x120	85 ± 10	5.5 ± 1.0	-
	M12x70	85 ± 10	5.5 ± 1.0	-
	M12x140	49 ± 5	4.9 ± 0.5	-
	M12x180	49 ± 5	4.9 ± 0.5	-
Flywheel fastening on the crankshaft	-	-	-	-
1 st phase	M12x1.25	30 ± 4	3.0 ± 0.4	-
2 nd phase	M12x1.25	-	-	60° ± 5°
Inlet pump gear cover	M8x1.25x16	24 ± 4	2.4 ± 0.4	-
Fuel injectors	-	60 ± 5	6.0 ± 0.6	-
Fuel priming pump fastening	-	24 ± 4	2.4 ± 0.4	-
Turbo-blower / exhaust manifold fastening	M10	43 ± 6	4.3 ± 0.6	-
Oil inlet pipe / filter fastening	-	24 ± 4	2.4 ± 0.4	-
Lubrication piping / turbo-blower fastening	M12x1.5	35 ± 5	3.5 ± 0.5	-
Turbo-blower exhaust piping fastening	M8x1.25x16	24 ± 4	2.4 ± 0.4	-

(overleaf)

(overleaf)

Alternator fastening on its support	M8x1.25x30	24 ± 4	2.4 ± 0.4	-
Alternator support / thermostat cover fastening	M8x1.25x30	24 ± 4	2.4 ± 0.4	-
Alternator support / thermostat cover assembly	M8x1.25x30	24 ± 4	2.4 ± 0.4	-
Lower support assembly	M10x1.25x25	24 ± 4	2.4 ± 0.4	-
Fastening of the top of the alternator on the support ..	M10	49 ± 5	4.9 ± 0.5	-
Alternator support fastening	M12x1.75x120	43 ± 6	4.3 ± 0.6	-
Electrical connections on the alternator	M6x1	10 ± 2	1.0 ± 0.2	-
Starter motor / flywheel cover casing fastening	M10	49 ± 5	4.9 ± 0.5	-
Crankshaft cap retaining bolts:	-	-	-	-
1 st phase	M12	50 ± 6	5 ± 0.6	-
2 nd phase	M12	80 ± 6	8 ± 0.6	-
3 rd phase	M12	-	-	90° ± 5°
Camshaft longitudinal retaining plate fixing bolt	M8	24 ± 4	2.4 ± 0.4	-
Camshaft gear retaining bolt	M8	36 ± 4	3.6 ± 0.4	-
Connecting rod cap retaining bolt:	-	-	-	-
1 st phase	M11	60 ± 5	6 ± 0.5	-
2 nd phase	M11	-	-	60° ± 5°

(*) To tighten the head, proceed as follows:

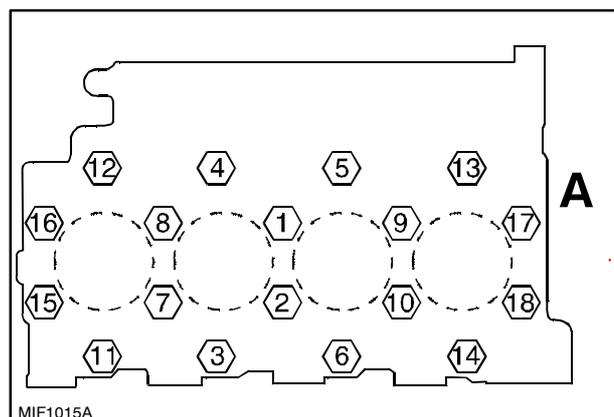
- 1st phase** of tightening with torque wrench:
M12 x 1.75 x 70 bolt: 50 Nm ÷ 5 Nm
(ref. 3-6-11-14)

M12 x 1.75 x 140 bolt: 40 Nm ÷ 5 Nm
(ref. 1-2-7-8-9-10-15-16-17-18)

M12 x 1.75 x 180 bolt: 70 Nm ÷ 5 Nm
(ref. 4-5-12-13)

- 2nd phase** tightening to an angle of 90° for all the screws.
- 3rd stage** additional tightening to an angle of 90° for 140 and 180 mm long bolts only.

A = fan side



SPECIAL TOOLS

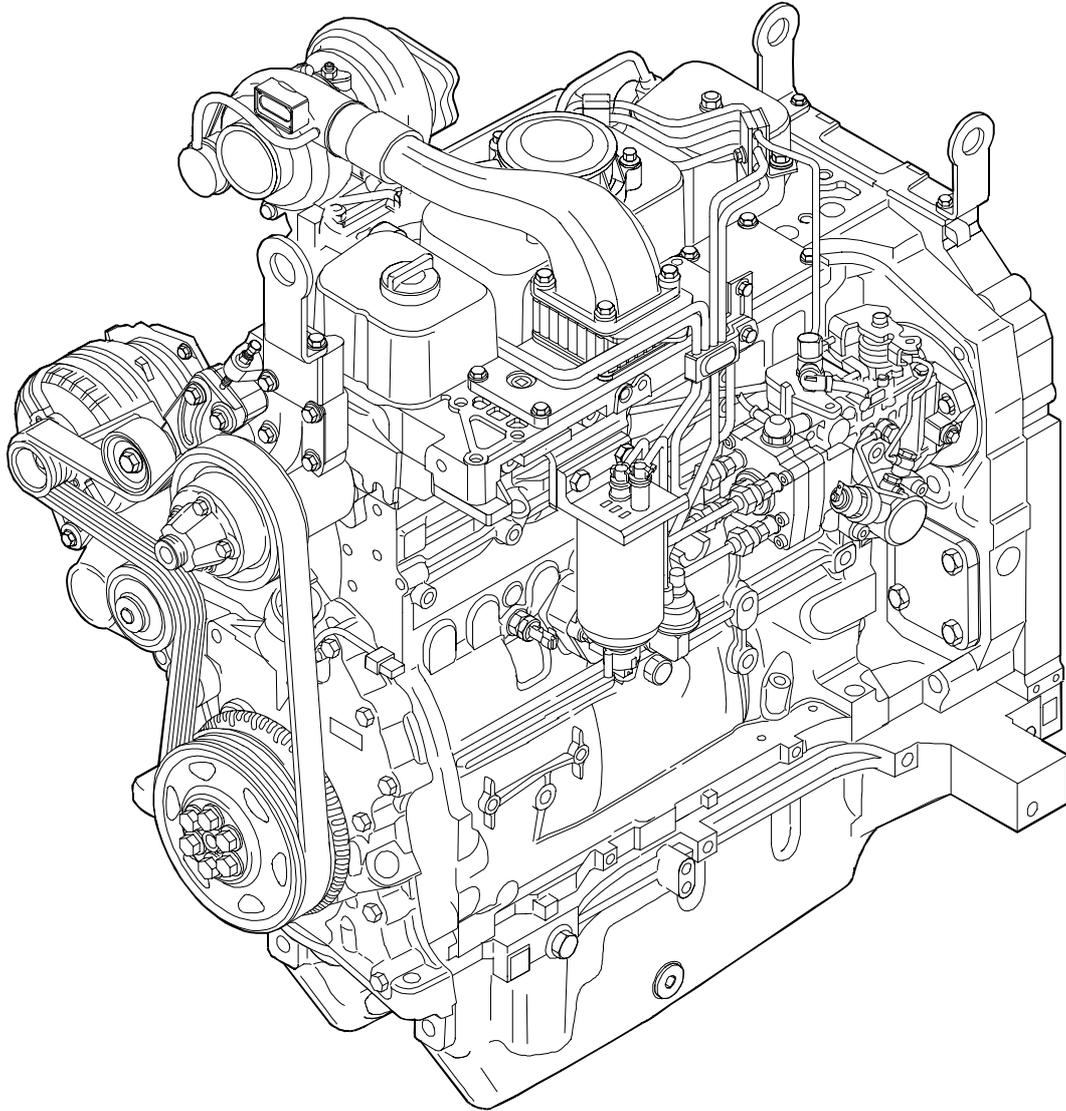
Warning - The operations described in this section can only be carried out with **ESSENTIAL** tools indicated by an (X).

To work safely and efficiently and obtain the best results, it is also necessary to use the recommended specific tools listed below and certain other tools, which are to be made according to the drawings included in this manual.

List of specific tools required for the various operations described in this Section

X 380000216	Engine removal and installation tool.	X 380000664	Splining tool for fitting rear seal on crankshaft.
380000220	Clamp for fitting piston in cylinder liner (60-125 mm).	X 380000665	Tool to extract crankshaft front seal.
X 380000221	Pliers for piston ring disassembly and reassembly (65-110 mm).	X 380000666	Splining tool for fitting front seal on crankshaft.
380000301	Rotating stand for overhaul operations (capacity 1000 daN, torque 120 daN/m).	X 380000667	Drift for camshaft bushing disassembly and reassembly (use with 380000668).
X 380000302	Tool for engine valve disassembly and reassembly.	380000668	Grip for interchangeable drifts.
380000304	Pair of gauges for angular tightening with 1/2" and 3/4" square connection.	X 380000669	Gasket extraction tool.
380000362	Crankshaft lifting tool.	X 380000670	Tool for cartridge filter disassembly.
X 380000364	Dial gauge base for various measurements (use with 380000228).	380000671	Injector extraction tool.
380000569	Movable tool for dismantling tractors with bracket 380000500 and adapter plate 380000844.	380000975	Box with full set of tools to regrind valve seats.
X 380000661	Engine mounting brackets for rotating stand 380000301.	380000976	Spring load test appliance.
X 380000663	Tool to extract crankshaft rear seal.	380001003	Complete square to check for connecting rod distortion.
		380001268	Belt tension gauge.
		Injection pump bench test	
		380000228	Dial gauge (0-5 mm).
		X 380000914	Dial-gauge holder tool for rotary injection pump timing (use with 380000228).
		X 380000732	Tool for engine flywheel rotation (use with 380000988).
		X 380000988	Plate for engine flywheel rotation tool with flywheel timing pin (use with 380000732).

ENGINE VIEW



MIF1097A

ENGINE TROUBLESHOOTING

Problems	Possible Problem	Solutions
Engine does not start.	1. Battery partially discharged.	Check and recharge batteries. Replace if necessary.
	2. Battery terminal connections corroded or loose.	Clean, inspect and tighten terminal nuts. Replace terminals and nuts if excessively corroded.
	3. Injection pump timing incorrect.	Adjust injection pump timing on the engine.
	4. Impurities or water in fuel lines.	Disconnect fuel lines from injection pump and clean thoroughly. If necessary clean and dry the fuel tank.
	5. No fuel in tank.	Fill tank.
	6. Fuel supply pump malfunction.	Check and replace pump if necessary.
	7. Air in fuel system.	Check fuel lines, unions, supply pump, filters and injection pump for air, then bleed system; then bleed the air from the circuit.
	8. Starter motor faulty.	Repair or replace starter motor.
	9. Thermostarter faulty.	Check and replace thermostarter if necessary.
Engine stalls.	1. Slow idling speed too low.	Adjust slow idling speed.
	2. Injection pump delivery irregular.	Check delivery on the test bench.
	3. Impurities or water in fuel lines.	Disconnect fuel lines from injection pump and clean thoroughly. If necessary clean and dry the fuel tank.
	4. Fuel filters clogged.	Replace the filter cartridges.
	5. Incorrect valve - rocker arm clearances.	Adjust the clearance between the rocker arms and the valves.
	6. Burnt or cracked valves.	Replace the valves.
	7. Air in fuel system.	Check fuel lines, unions, supply pump, filters and injection pump for air, then bleed system; then bleed the air from the circuit.
	8. Injection pump drive mechanism damaged.	Replace damaged parts.

(overleaf)

SECTION 10 - ENGINE**Chapter 1 - Engine****CONTENTS**

Description	Page
General specifications	2
Torque Specifications	6
Special Tools	9
Engine view	10
Fault diagnosis	11
Engine R.I.	15
Crankshaft front seal - Replacement	33
Crankshaft rear seal - Replacement	36
Valve tappet and rocker arm clearance - Adjustment	39
Engine injector R.I.	42
Bosch injection pump R.I. Valve Timing. Air bleed	45
Coolant pump R.I.	55
Thermostat valve R.I.	57
Radiator R.I.	59
Coolant pump and generator drive belt. Tension adjustment	66

GENERAL SPECIFICATIONS	4-cylinder
Engine, technical type:	
- mod. 56/76 KW/HP	F4CE9484A*J600
- mod. 63/86 KW/HP	F4CE9484N*J601
- mod. 71/97 KW/HP	F4CE9484M*J601
- mod. 78/106 KW/HP	F4CE9484L*J600
- mod. 83/113 KW/HP	F4CE9484C*J600
Cycle	diesel, 4-stroke
Fuel injection	Direct
Number of cylinders in line	4
mod. 56/76, 63/86, 71/97, 78/106 and 83/113 KW/HP	
- Piston diameter	104 mm
- Piston stroke	132 mm
Total displacement:	
- mod. 56/76, 63/86, 71/97, 78/106 and 83/113 KW/HP	4485 cm ³
Compression ratio	
- mod. 56/76, 63/86, 71/97, 78/106 and 83/113 KW/HP	16,5:1
Maximum Power Output:	
- mod. 56/76 KW/hp - type F4CE9484A*J600	56 KW (76 hp)
- mod. 63/86 KW/hp - type F4CE9484N*J601	63 kW (86 Hp)
- mod. 71/97 KW/hp - type F4CE9484M*J601	71 kW (97 Hp)
- mod. 78/106 KW/hp - type F4CE9484L*J600	78 KW (106 hp)
- mod. 83/113 KW/HP - type F4CE9484C*J600	83 KW (113 hp)
Maximum power speed	2300 rpm
Maximum torque	
- mod. 56/76 KW/hp - type F4CE9484A*J600	324 (Nm)
- mod. 63/86 KW/hp - type F4CE9484N*J601	366 (Nm)
- mod. 71/97 KW/hp - type F4CE9484M*J601	404 (Nm)
- mod. 78/106 KW/hp - type F4CE9484L*J600	425 (Nm)
- mod. 83/113 KW/HP - type F4CE9484L*J600	445 (Nm)
Maximum torque speed	1300 rpm
Number of main bearings	5
Sump pan	structural, cast iron

(continued)

(Continued)

GENERAL SPECIFICATIONS	4-cylinder
Lube Pump drive Engine speed/oil pump speed ratio Oil filtration Normal oil pressure with motor warmed-up: at slow idling at fast idling	forced, with lobe pump Camshaft mesh screen on oil pick-up and filter cartridge in delivery line > 0.7 bar (> 0.71 Kg/cm ²) 3,1 ± 0,9 (3,16 ± 0,91)
Cooling system Radiator on Mod. 56/76, 63/86, 71/97, 78/106 and 83/113 KW/HP Fan, attached to the pulley Coolant pump Coolant thermometer Temperature ranges corresponding to each section: - Initial blue section - Middle green section (normal working conditions) - red end section Temperature control - initial opening	coolant circulation three-row vertical pipes intake, in plastic with 10 blades centrifugal vane-type coloured scale divided into three sections 40° ÷ 60 °C 60° ÷ 110 °C 110° ÷ 120 °C via thermostat valve 81 ± 2 °C
Timing Intake: - start: before T.D.C. - end: after B.D.C. Exhaust: - start: before B.D.C. - end: after T.D.C. Clearance between valves and rocker arms with engine cold: - intake - exhaust	overhead valves operated by tappets, rods and rocker arms via the camshaft located in the engine block; the camshaft is driven by the crankshaft using straight-tooth gears 16° ± 30' 32° ± 30' 48° ± 30' 4° ± 30' 0.30 ± 0.05 mm 0.55 ± 0.05 mm

(continued)

(Continued)

GENERAL SPECIFICATIONS	4-cylinder
<p>Boost</p> <p>Turbocharger type:</p> <ul style="list-style-type: none"> - Holset <p>Air filter</p> <p>Charge Pump</p> <p>Fuel filtration</p> <p>Cam operated</p> <p>BOSCH pump</p> <p>All-speed governor, incorporated in pump:</p> <p>BOSCH</p> <p>Automatic advance regulator, incorporated in pump:</p> <p>BOSCH</p> <p>Fixed advance (pump setting on engine for start of delivery before TDC)</p>	<p>With intercooler</p> <p>HX25</p> <p>dual cartridge dry air filter, with clogged filter indicator with centrifugal pre-filter and automatic dust ejector</p> <p>with double diaphragm</p> <p>through wire filter in fuel supply pump, and replaceable cartridge on delivery line to injection pump</p> <p>via engine timing</p> <p>rotating distributor type</p> <p>centrifugal counterweights</p> <p>hydraulic</p> <p>refer to the data given in the table for operation 14 page 53</p>
<p>Filling</p> <p>Oil sump</p> <p>Engine sump + filter</p>	<p>8.9 litres</p> <p>9.5 litres</p>
<p>Anti-pollution system</p> <p>Type:</p>	<p>Exhaust gas recirculation system EGR (*)</p>

(*) Modification to the profile of the intake cam that permits partial opening of the valve simultaneously with the exhaust valve (exhaust gas recirculation EGR).

FUEL SYSTEM DATA

Injection pump	rotating distributor with speed governor and advance variator incorporated
BOSCH pump:	
- mod. 56/76 KW/hp - type F4CE9484A*J600	VE 4/12 F1150 L2042
- mod. 63/86 KW/hp - type F4CE9484N*J601	VE 4/12 F1150 L2033
- mod. 71/97 KW/hp - type F4CE9484M*J601	VE 4/12 F1150 L2029
- mod. 78/106 KW/hp - type F4CE9484L*J600	VE 4/12 F1150 L2041
- mod. 83/1113 KW/HP - type F4CE9484C*J600	VE 4/12 F1150 L___
Direction of rotation	anticlockwise
Injection order	1-3-4-2 (for all models)

	56/76 KW/hp	63/86 KW/hp	71/97 KW/hp	78/106 KW/hp	83/113 KW/hp
BOSCH-type injectors:	DSLA 145 P 1441				
- F4CE9484A*J600					
- F4CE9484N*J601					
- F4CE9484M*J601					
- F4CE9484L*J600					
- F4CE9484C*J600					
Number of nozzle holes	6				
Nozzle hole diameter mm.	0,226				
- F4CE9484A*J600					
- F4CE9484N*J601					
- F4CE9484M*J601					
- F4CE9484L*J600					
- F4CE9484C*J600					
Setting pressure bar (kg/cm ²)	260 ÷ 272 (265.13 ÷ 277.36)				

NOTE: For more information on the **engine** and overhauling, refer to the specific manual:
document no° 87664161A for Italian
document no° 87659057A for English
document no° 87659058A for French
document no° 87659059A for German
document no° 87659060A for Spanish.

PARTS TO BE TIGHTENED	Thread	Tightening torque		
		Nm	kgm	kgm
Cooling nozzles	M 8X1.25X10	15 ± 3	1,5 ± 0,3	-
Main bearings:	-	-	-	-
1 st phase	-	50 ± 6	5,0 ± 0,6	-
2 nd phase	-	80 ± 6	8,0 ± 0,6	-
3 rd phase	-	-	-	90° ± 5°
Rear gearbox	M 8X1.25X40	24 ± 4	2,4 ± 0,4	-
	M 8X1.25X25	24 ± 4	2,4 ± 0,4	-
	M 10x1.5	49 ± 5	4,9 ± 0,5	-
Oil pump	M 8X1.25X30	8 ± 1	0,8 ± 0,1	-
Front box cover	M 8X1.25X45	24 ± 4	2,4 ± 0,4	-
	M 8X1.25X30	24 ± 4	2,4 ± 0,4	-
Big-end cap bolts:	-	-	-	-
1 st phase	M 11X1.25	30 ± 3	3,0 ± 0,3	-
2 nd phase	M 11X1.25	60 ± 5	6,0 ± 0,5	-
3 rd phase	M 11X1.25	-	-	60° ± 5°
Bracket assembly	M 10X1.25X25	43 ± 5	4,3 ± 0,5	-
Plugs on the cylinder block	M 10X1	6 ± 1	0,6 ± 0,1	-
	M 14x1.5	11 ± 2	1,1 ± 0,2	-
Oil inlet pipe assembly	M 8X1.25X20	24 ± 4	2,4 ± 0,4	-
Oil sump installation	M 8X1.25X25	24 ± 4	2,4 ± 0,4	-
	M 18x1.5	60 ± 9	6,0 ± 0,9	-
Timing system locking pin installation	M5 T25	5 ± 1	0,5 ± 0,1	-
Fuel pump installation	M8	24 ± 4	2,4 ± 0,4	-
	M6	10 ± 1	1,0 ± 0,1	-
Fuel pump retaining bolts:	-	-	-	-
pre-tightening	M 10x1.25	10÷15	1.0 ÷ 1.5	-
end torque	M 10x1.25	50÷55	5.0 ÷ 5.5	-
Fuel pump gear:	-	-	-	-
precision torque	Retaining nut	15÷20	1.5 ÷ 2.0	-
end torque	Retaining nut	85÷90	8.5 ÷ 9.0	-
Inspection cover on the gearbox	-	30÷35	3.0 ÷ 3.5	-
Fixing the rocker arm on the head	M8	24 ± 4	2,4 ± 0,4	-

(continued)

ENGINE TROUBLESHOOTING

(overleaf)

Problems	Possible Problem	Solutions
Engine overheating.	1. Coolant pump malfunction.	Overhaul pump and replace if necessary.
	2. Thermostat faulty.	Replace thermostat.
	3. Radiator inefficient.	Remove internal deposits by flushing. Check for leaks and repair.
	4. Deposits in cylinder head and crankcase coolant passages.	Flush out coolant system.
	5. Coolant pump and fan drive belt slack.	Check and adjust belt tension.
	6. Coolant level low.	Top up expansion tank with specified coolant mixture.
	7. Incorrect engine timing.	Check and adjust engine timing.
	8. Injection pump calibration incorrect - delivering too much or too little fuel.	Calibrate pump on test bench to values specified in calibration tables.
	9. Air filter clogged.	Clean the assembly and, if necessary, replace the filtering element.
Engine lacks power and runs unevenly.	1. Injection pump timing incorrect.	Adjust injection pump timing on the engine.
	2. Auto advance regulator in injection pump damaged.	Overhaul injection pump and adjust on test bench to values specified in calibration table.
	3. Control valve journal worn.	Overhaul injection pump and adjust on test bench to values specified in calibration table.
	4. Injection pump delivery irregular.	Overhaul injection pump and adjust on test bench to values specified in calibration table.
	5. All-speed governor damaged.	Overhaul injection pump and adjust on test bench to values specified in calibration table.
	6. Injectors partially obstructed or damaged.	Clean, overhaul and calibrate injectors.
	7. Impurities or water in fuel lines.	Disconnect fuel lines from injection pump and clean thoroughly. If necessary clean and dry the fuel tank.

(overleaf)