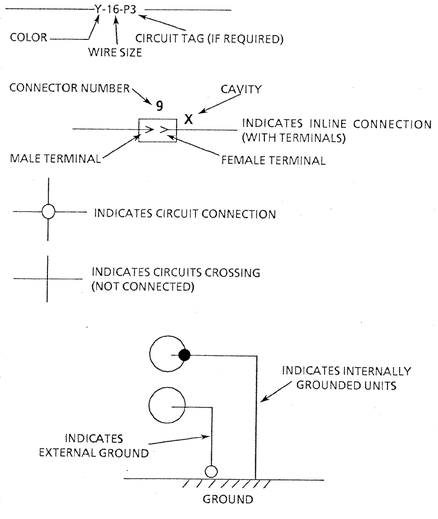
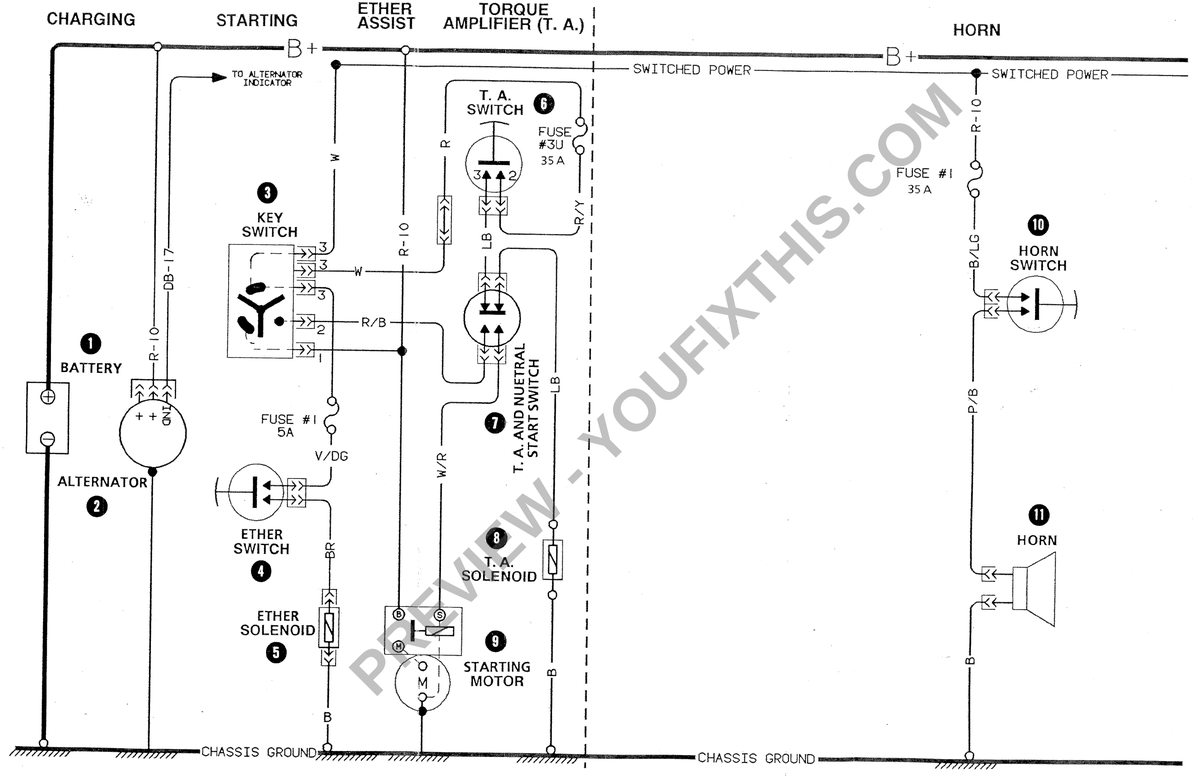
LEGEND TO WIRING DIAGRAM

1. Battery
2. Alternator
3. Keyswitch
4. Ether Start Switch
5. Ether Start Solenoid
6. Torque Amplifier Switch (If fitted)
7. Torque Amplifier And Neutral Start Switch
8. Starting Motor
9. Torque Amplifier Solenoid (If fitted)
10. Horn Switch (If fitted)
11. Horn (If fitted)

NOTE: # *3 This symbol beside a fuse indicates the position of the fuse on the fuse panel. (See page 3).*

CIRCUIT DIAGRAM SYMBOLS

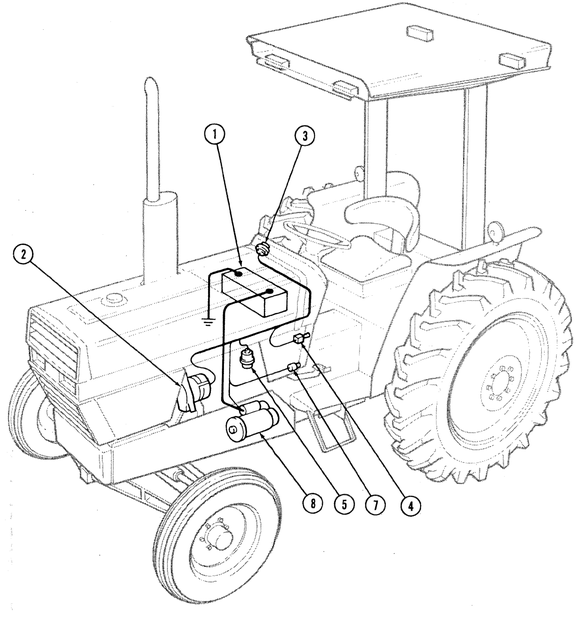




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WIRING DIAGRAM

Circuits for Charging, Starting, Ether Assist and Horn



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SCHEMATIC SYMBOLS

RESERVOIR

Vented

Pressurized

LINES AND LINE FUNCTIONS

Working Line

Pilot Line

Return Line

Joining Line

Crossing Line

Direction of Flow

PUMPS

Fixed Flow

Variable Flow

CONTROL (VALVES)

Check Valve

Fixed Restrictor

Relief Valve

Variable Restrictor (Needle Valve)

Flow Control valve

DIRECTIONAL CONTROL VALVES

Basic 4 way, 3-position valve

Optional center porting for 3-position valves

ACTUATORS

Solenoid

Solenoid-spring Centered

General Purpose

Pilot Operated

Spring Return

Hand Lever

Foot Pedal

Mechanical

Detented

Variable Component

CYLINDERS

Single Acting

Double Acting

MISCELLANEOUS

Filter

Oil Cooler

Component Block

Quick coupler Coupled

Quick coupler Uncoupled

Flow Shutoff Valve

TEST INSTRUMENTS

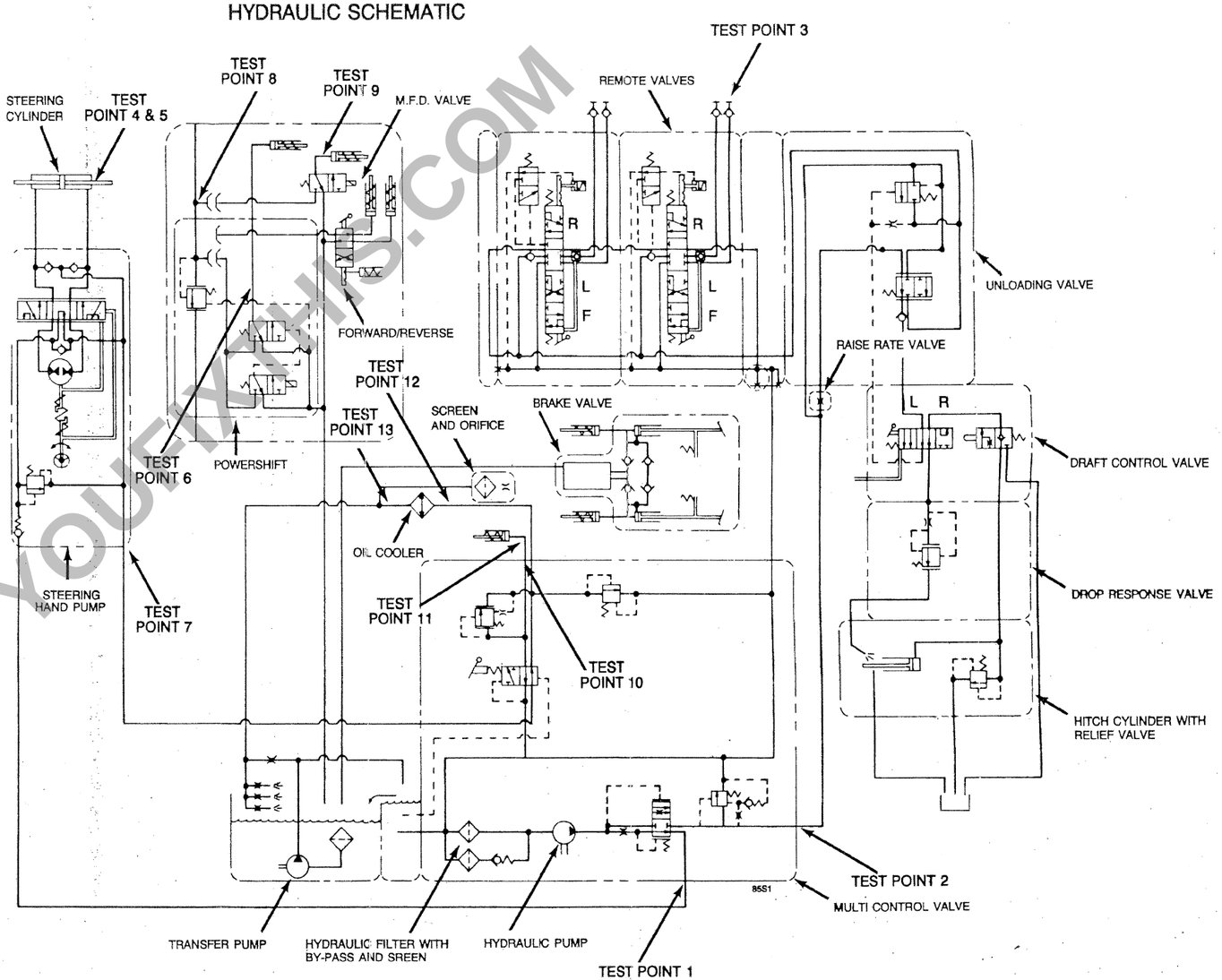
Pressure gauge

Flowmeter

Don 8-57581

Issued 11-89 Printed In England

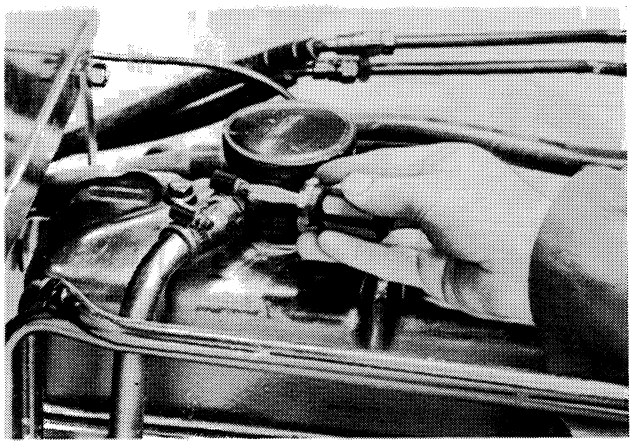
HYDRAULIC SCHEMATIC



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STEP 93

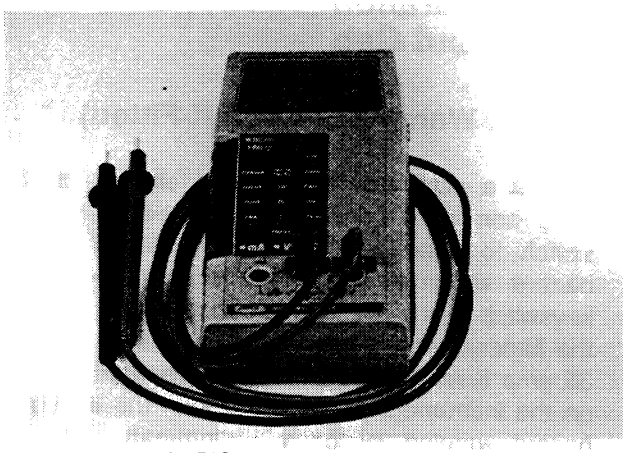


Fit the engine breather tube then tighten the pipe clip.

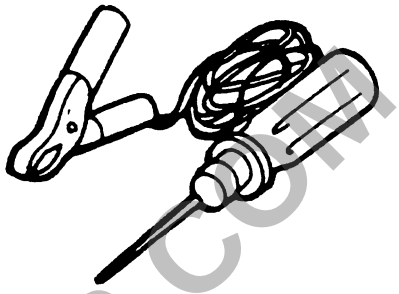
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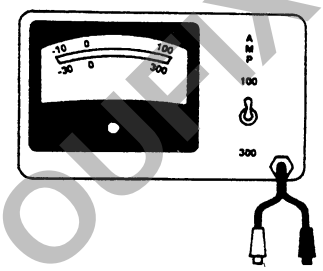
SPECIAL TOOLS



1. DIGITAL MULTIMETER (CAS-1559)

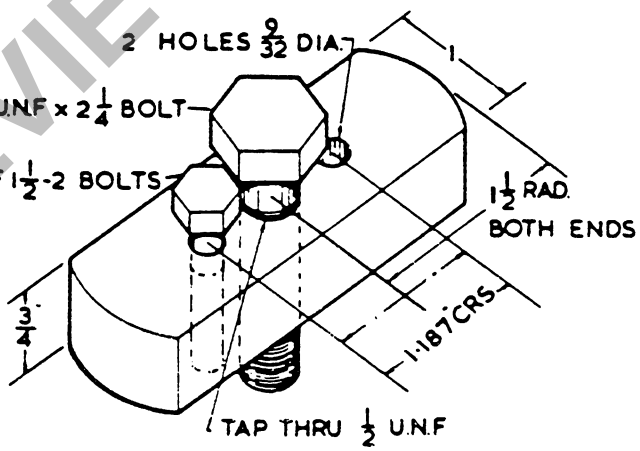


2. 12 VOLT TEST LAMP (CAS-1364-1)



3. AMMETER

TOOLS TO BE MADE LOCALLY

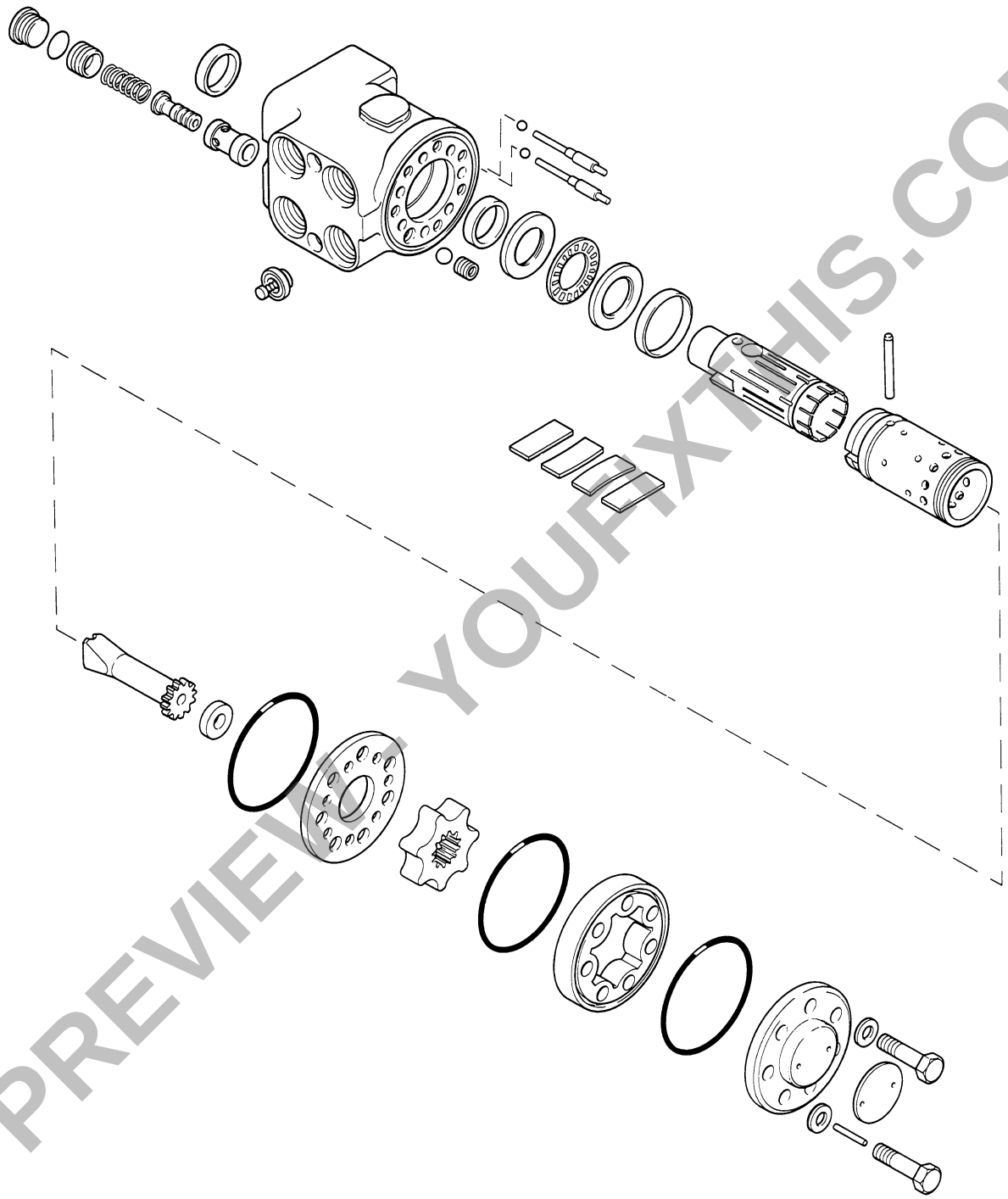


4. STEERING WHEEL PULLER

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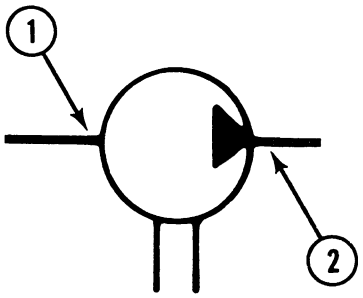
Assembly



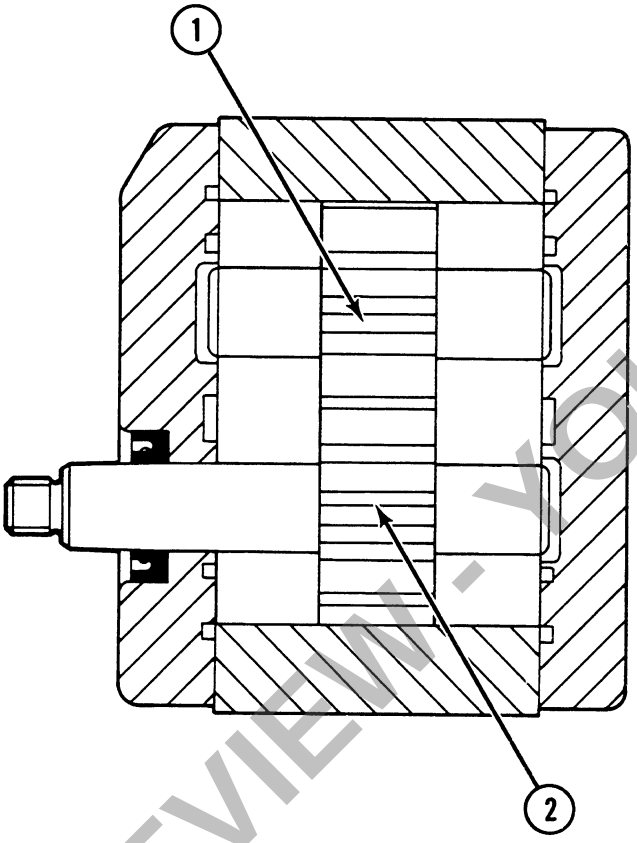
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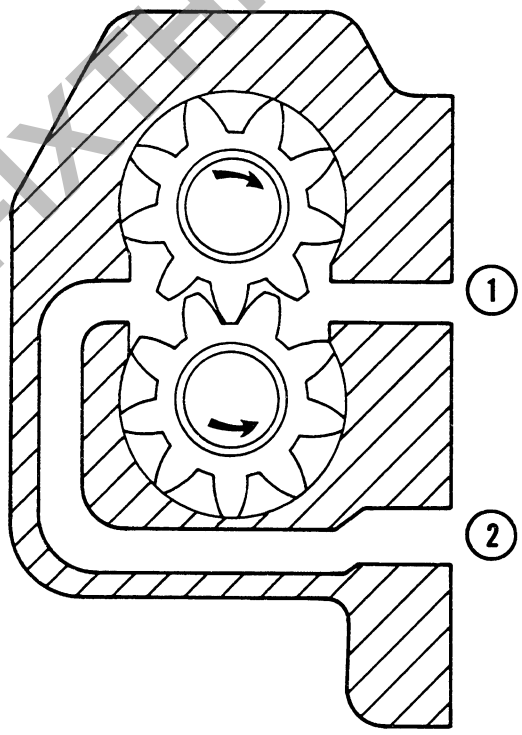
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3 - HYDRAULIC PUMP



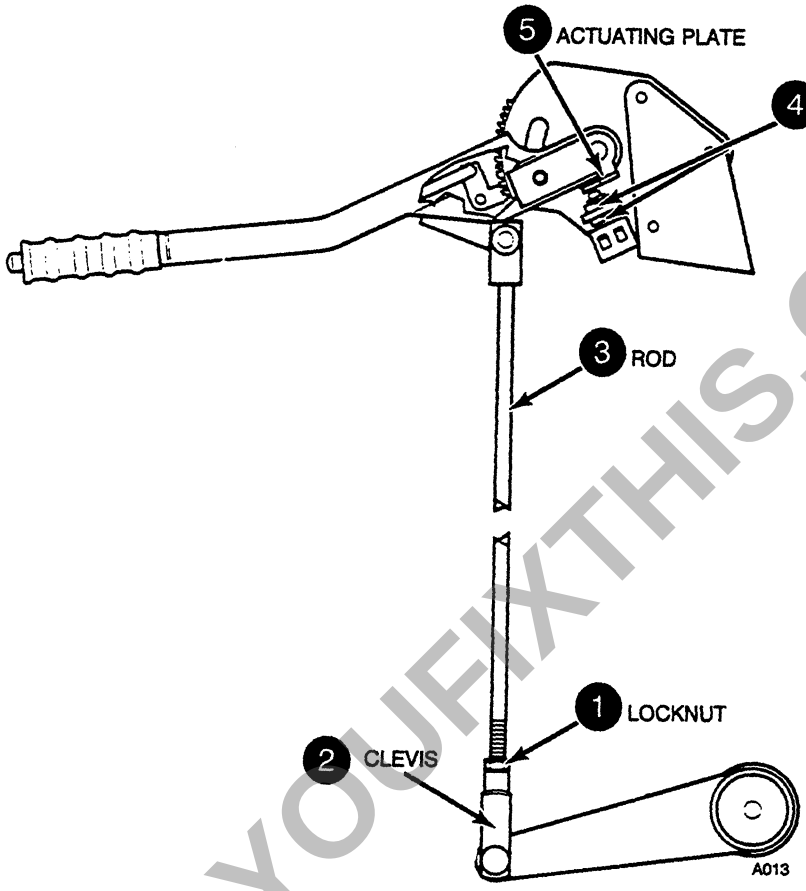
1 - Inlet
2 - Outlet





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Section 1000

GENERAL SPECIFICATIONS

85 Series Tractors

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CASE CORPORATION

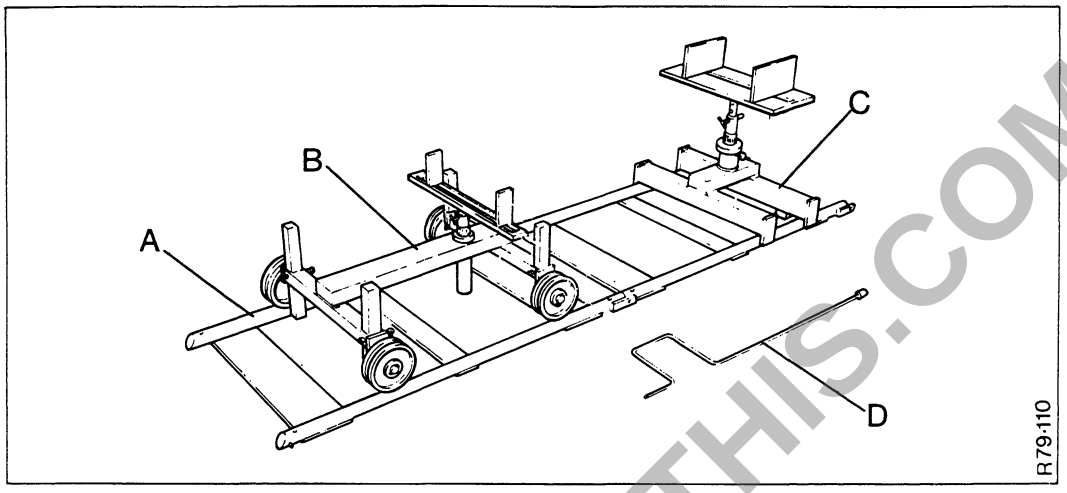
Pub 8-57670

Printed in England
December, 1987

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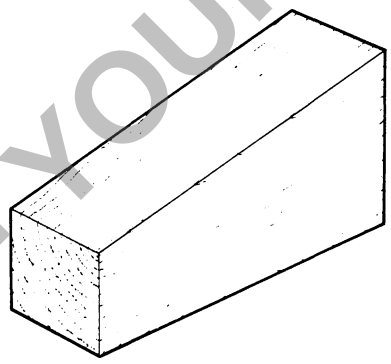
SPECIAL TOOLS

These are the special tools necessary to separate a tractor correctly and efficiently with the least cost and time.



CHURCHILL TOOL MS2700B OR MS2700 FOR SEPARATING A TRACTOR

A. Guide rails
B. Movable support
C. Static support
D. Adjusting handle

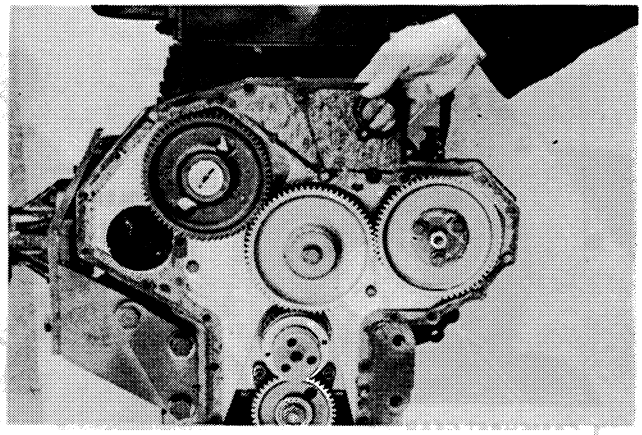


HARD WOOD WEDGE FOR FRONT AXLE (MAKE LOCALLY)

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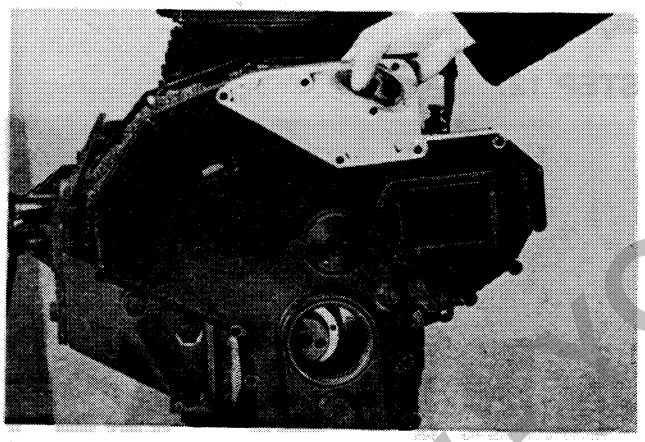
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STEP 129



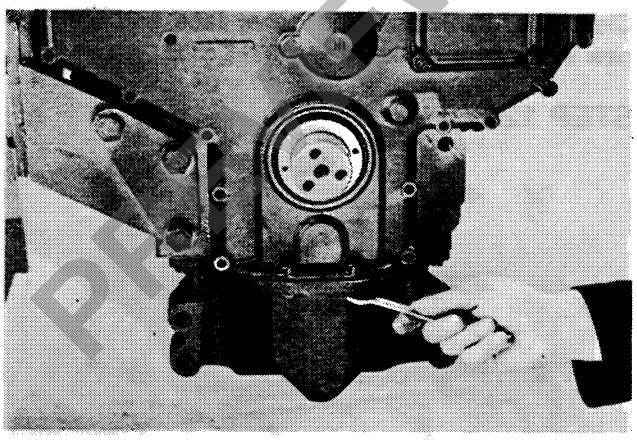
Clean the timing cover faces and install a new timing cover gasket.

STEP 130



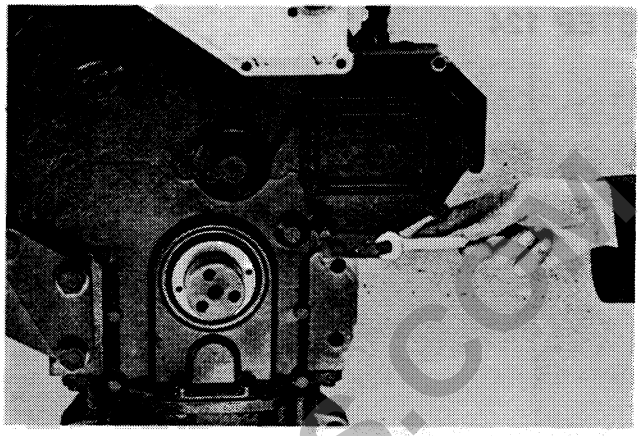
Install the timing cover.

STEP 131



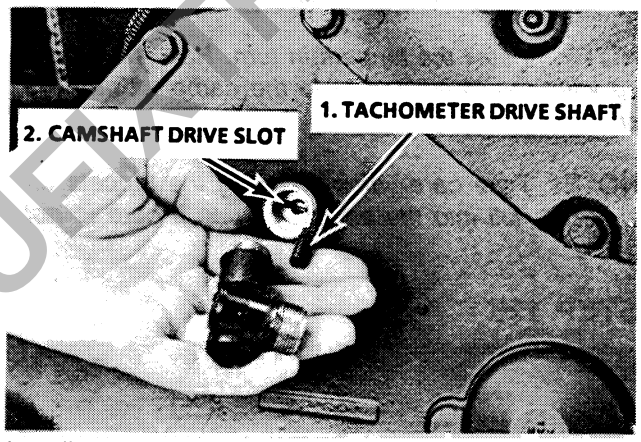
Install the oil pan, to the timing cover bolts.

STEP 132



Install and tighten the timing cover bolts.

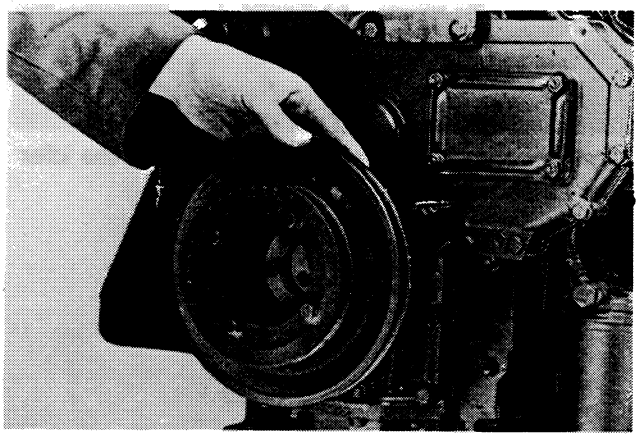
STEP 133



Install the tachometer drive.

NOTE: *Make sure the tachometer drive shaft locates into the camshaft drive slot.*

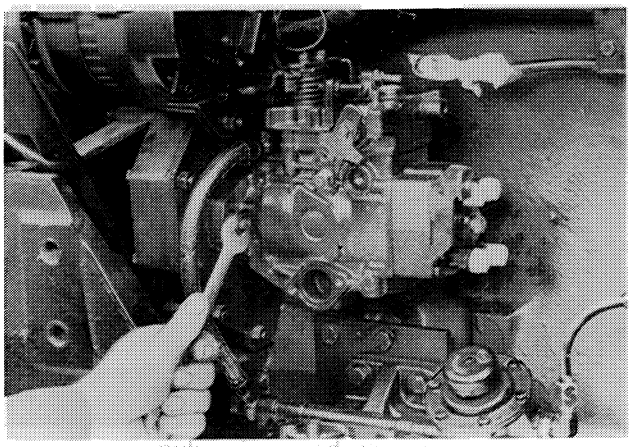
STEP 134



Install the crankshaft pulley.

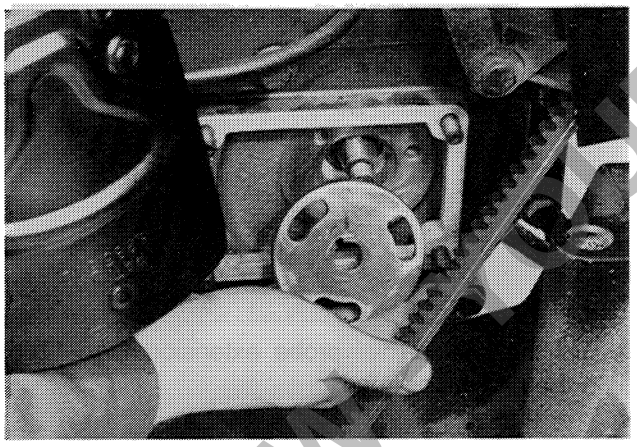
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STEP 55



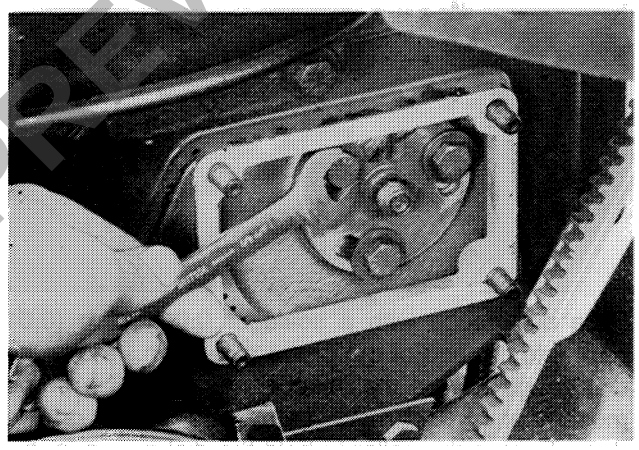
Push the injection pump into position then install the two retaining nuts and washers. Evenly tighten the nuts to a torque of 11 lb ft (15 Nm) and then 16 to 18 lb ft (22 to 25 Nm).

STEP 56



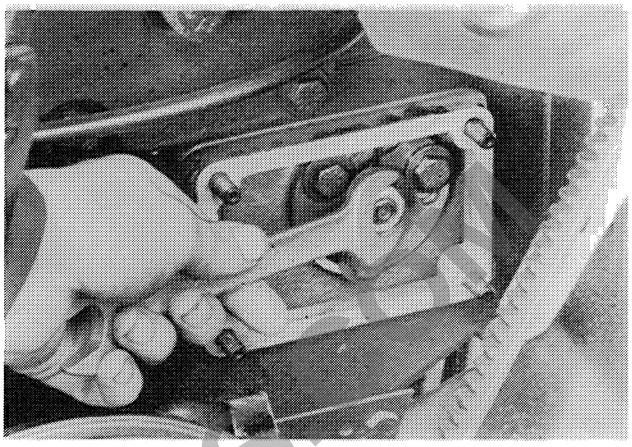
Align the slot in the drive hub with the key in the injection pump driveshaft. Install the drive hub onto the driveshaft.

STEP 57



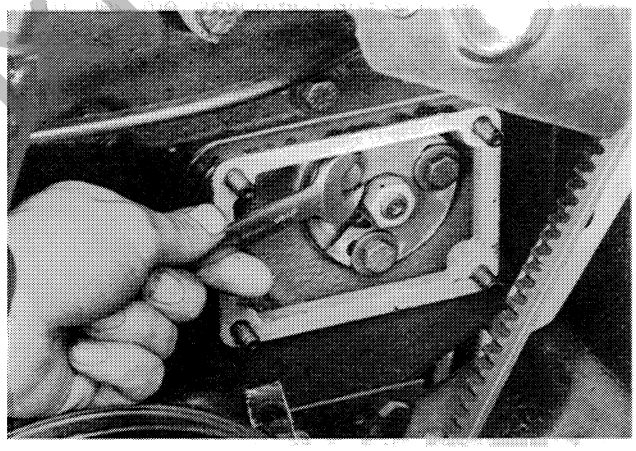
Install the three setscrews and washers.

STEP 58



Install the spring washer and nut onto the driveshaft. Tighten the nut to a torque of 44 to 50 lb ft (60 to 70 Nm).

STEP 59



Loosen the three setscrews.

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Blower Relay 2 Circuit Test

	Check Point	Reading	Possible Cause of Bad Reading
13	Terminal for wire 79 Brown to ground	Continuity	Check wire 79 and the chassis ground connection.
14	Terminal for wire 76 Red/Black to ground	12 Volts	Check wire 76 between the circuit breaker 3 and the blower relay 2 terminal 30. Also check the circuit breaker 3.

NOTE: *Turn the key to the ON position and turn the blower switch to the HIGH (iii) position..*

15	Terminal for wire 81 Black/White to ground	12 Volts	Check wire 81 between the blower switch terminal 3 and the blower relay 2 terminal 86. Also blower switch circuit.
16	Terminal for wire 85 Red/Yellow to ground	12 Volts	Bad blower relay 2.

Blower Switch Circuit Test

NOTE: *Disconnect the blower switch from the harness and turn the key to the ON position.*

	Check Point	Reading	Possible Cause of Bad Reading
17	Terminal for wire 80 Red/White to ground	12 Volts	Check wire 80 between the blower relay 1 terminal 87 and the blower switch (+) terminal.

NOTE: *Turn the blower switch to the LOW (i) speed position.*

Between the + terminal and terminal 1 of the blower switch	Continuity	Bad blower switch.
Between the + terminal and terminal 4 of the blower switch	Continuity	Bad blower switch.

NOTE: *Turn the blower switch to the MEDIUM (ii) speed position.*

Between the + terminal and terminal 2 of the blower switch	Continuity	Bad blower switch.
Between the + terminal and terminal 5 of the blower switch	Continuity	Bad blower switch.

NOTE: *Turn the blower switch to the HIGH (iii) speed position.*

Between the + terminal and terminal 3 of the blower switch	Continuity	Bad blower switch.
Between the + terminal and terminal 4 of the blower switch	Continuity	Bad blower switch.

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PROBLEM 2

Both Dip Beams Do Not Illuminate

Fault in fuse

1. Use a 12 volt test lamp to check for voltage at the input side of the No. 11 fuse. If the test lamp does not illuminate, there is a fault in the relay or wiring.

2. Check for voltage at the output side of the fuse. If the test lamp illuminates, there is a fault in the dip beam or wiring. Check the yellow lead wire at the black bulkhead connector. Replace the fuse if the test lamp does not illuminate.

Fault in relay

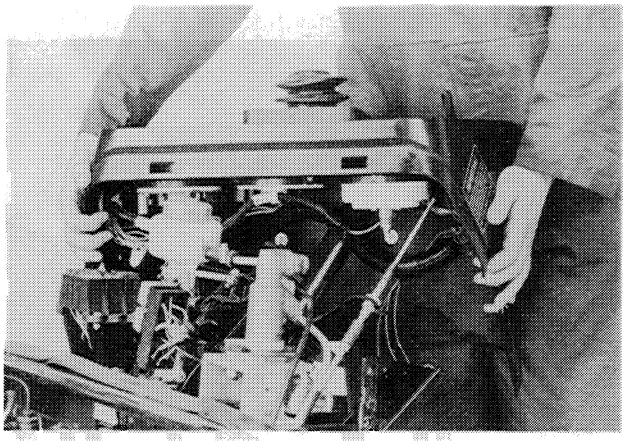
3. Remove the front cover from the instrument panel to have access to the relay. The headlamp relay is on the left hand side of the clutch fluid reservoir.

4. Use the test lamp to check for voltage at the blue/red lead wire connector (No. 3). If the test lamp illuminates there is a fault in the wiring between the relay and fuse holder. Replace the relay if the test lamp does not illuminate.

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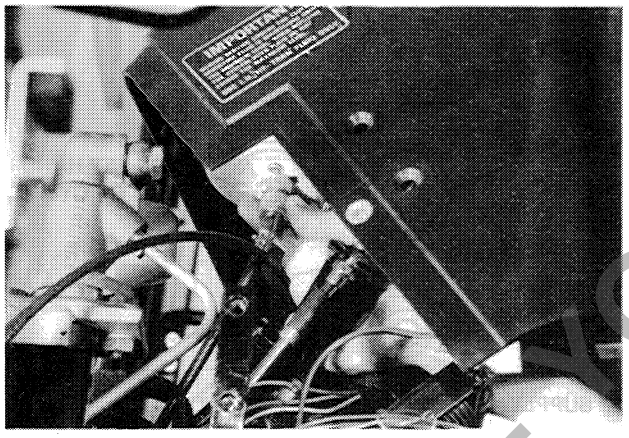
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STEP 93



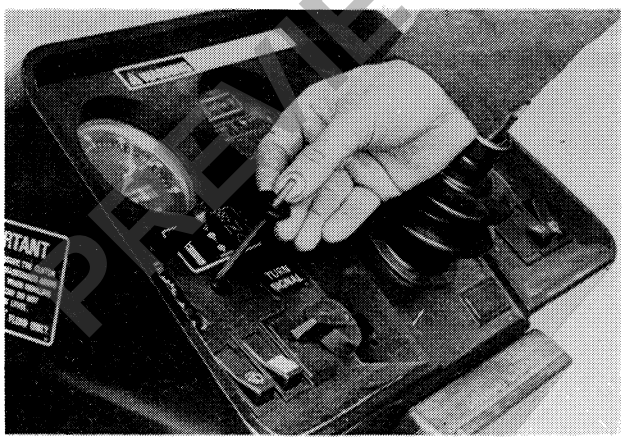
Remove the support then carefully move the instrument panel into position.

STEP 94



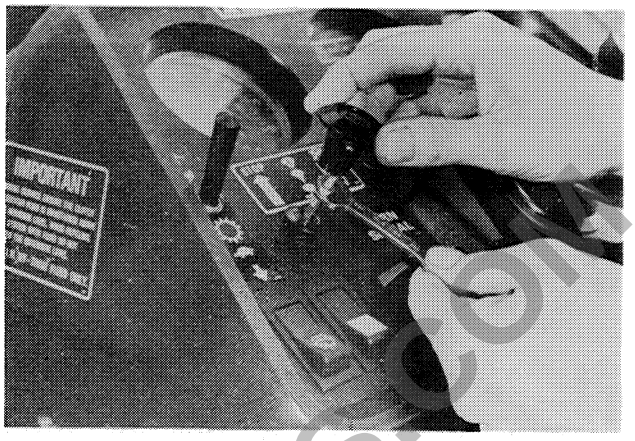
Connect the engine speed cable to the engine speed indicator.

STEP 95



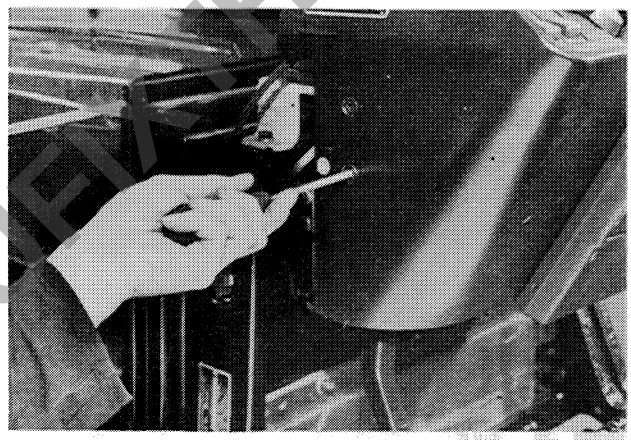
Fit the plug and locknut onto the engine stop control cable.

STEP 96



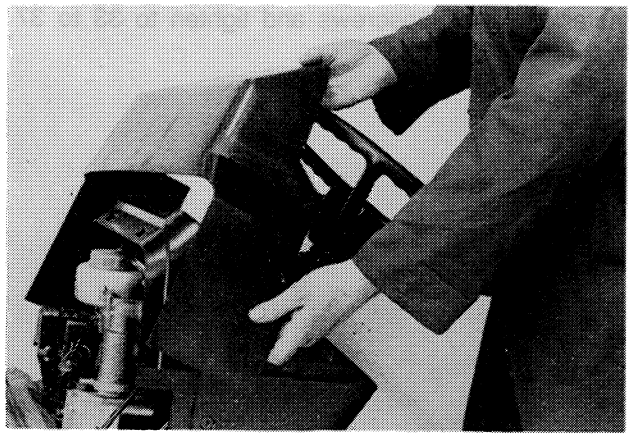
Fit the stop control knob then tighten the locknut.

STEP 97



Install and tighten the two screws in both sides of the instrument panel.

STEP 98

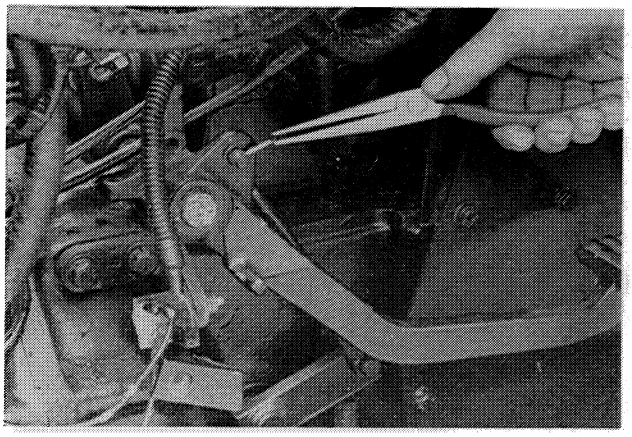


Install the front panel.

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STEP 47

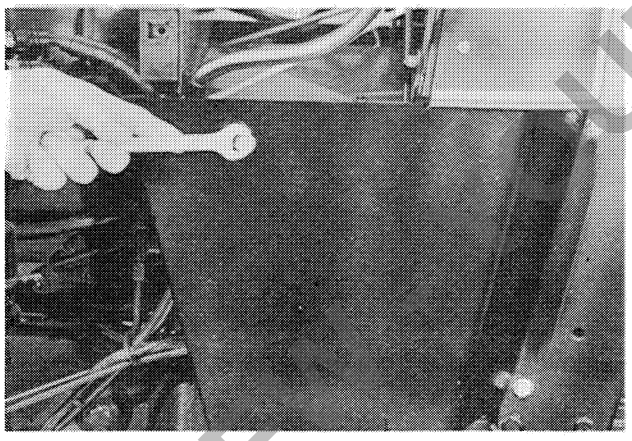


Install a new split pin into the linkage.

STEP 48

Check and adjust clutch pedal height. See STEPS 236 to 246.

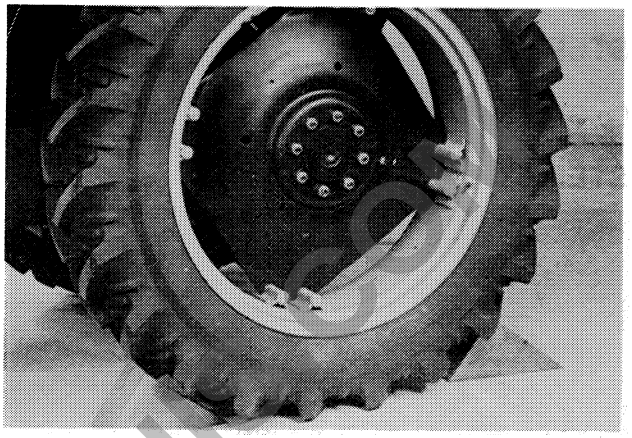
STEP 49



Install the front left side cover and tighten the bolts.

All Tractors

STEP 50



Remove the blocks in front of and behind the rear wheels.

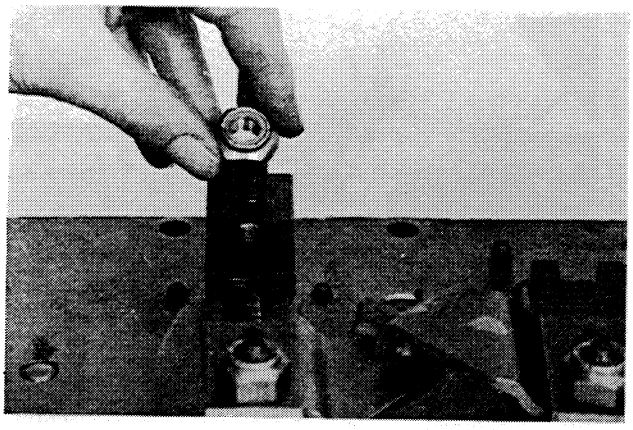
STEP 51

Check that the clutch operates correctly.

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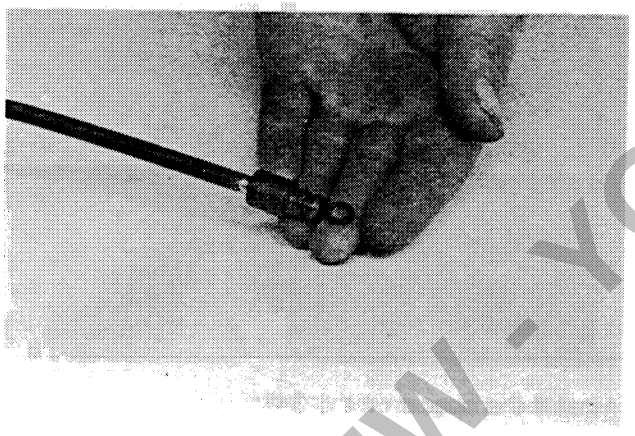
STEP 118



Apply "Loctite No 270" to the threads and install a new self-locking nut, tighten the nut to 68 to 72 ft lbs (92 to 98 Nm).

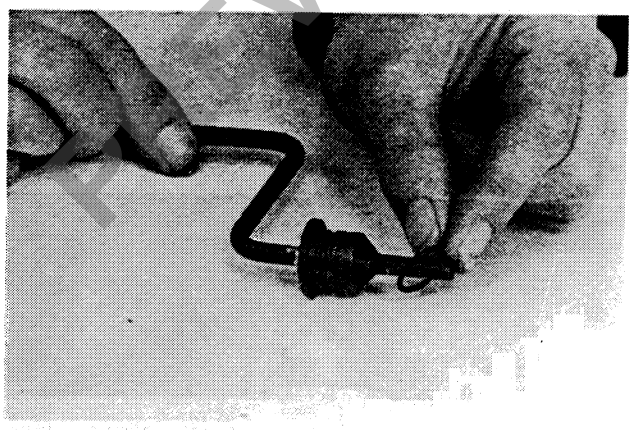
Installation

STEP 119



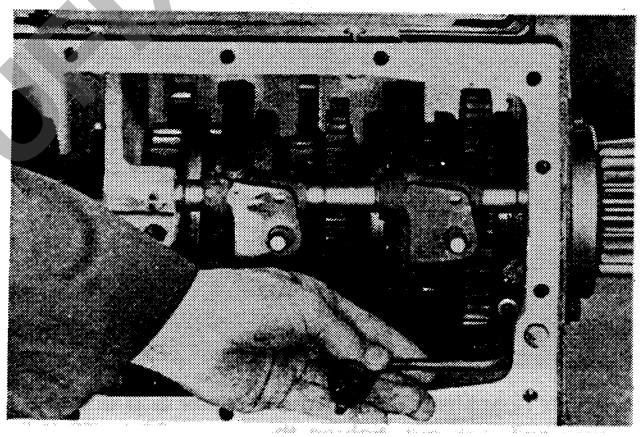
Install a new o-ring onto the transmission lubrication pipe.

STEP 120



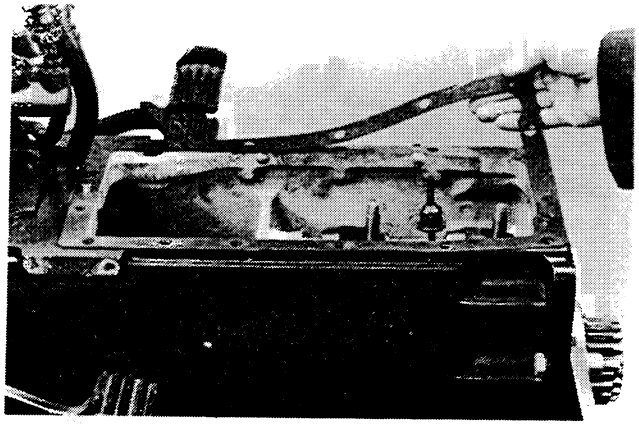
Install a new o-ring onto the transmission lubrication pipe.

STEP 121



Install the transmission lubrication pipe.

STEP 122

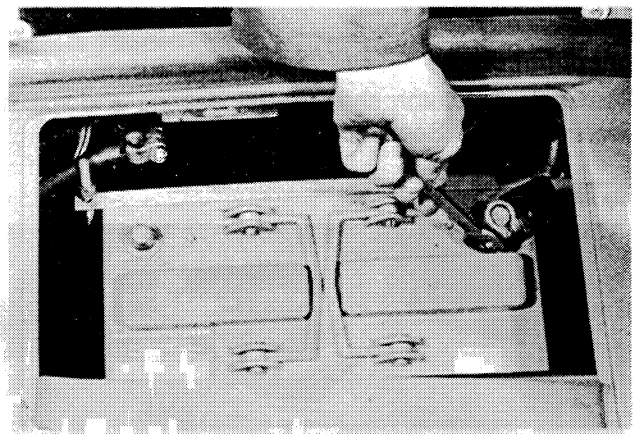


Install a new selector cover gasket.

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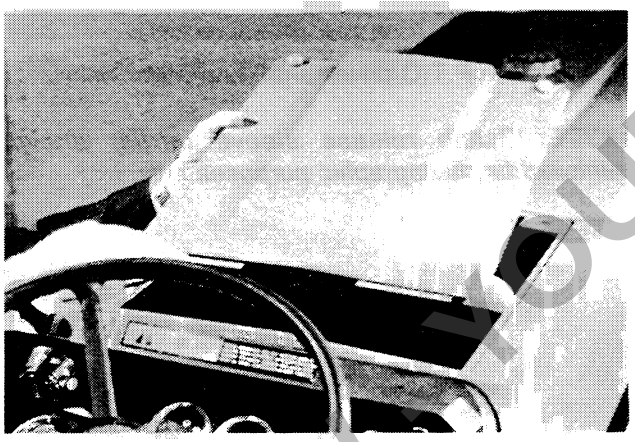
STEP 38



Connect the battery terminals.

NOTE: *Positive (+) terminal first.*

STEP 39



Install the battery access panel.

STEP 40

If removed, install the MFD drive shaft. See section 6485.

STEP 41

Start the engine and check for the correct operation of the forward/reverse transmission.

CAUTION: *Put all the operating controls in neutral before turning the engine over. Engage the brake. Put blocks under the wheels.*

WARNING: *Never operate the engine in a closed building. Proper ventilation is required under all circumstances.*

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Section
6420

SEPARATING THE TRANSMISSION FOR SPEED SECTION GEARBOX REMOVAL

85 Series Tractors with XL Cab

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CASE CORPORATION

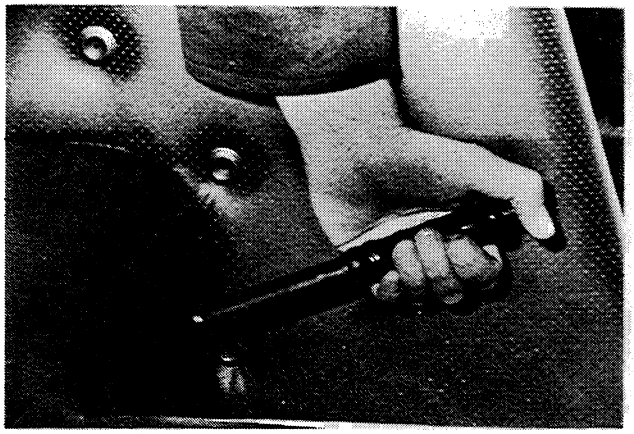
Pub 8-56850

Printed in England
December, 1986

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REMOVING THE COMPLETE AXLE

STEP 168



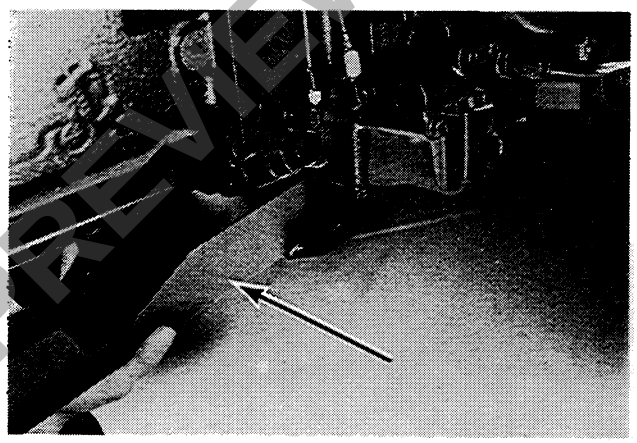
Put the tractor on hard level ground and engage the parking brake.

STEP 169



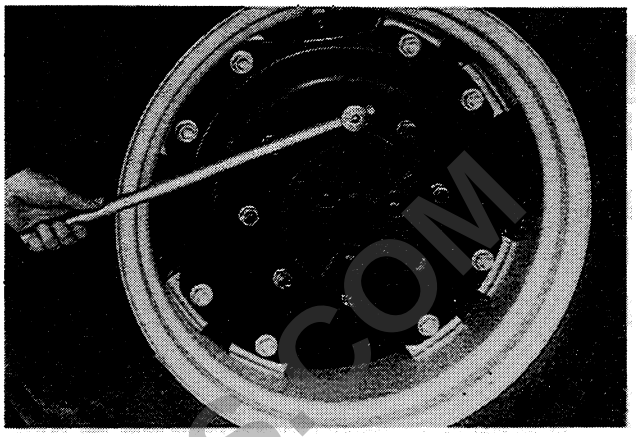
Put blocks in front of and behind the rear wheels.

STEP 170



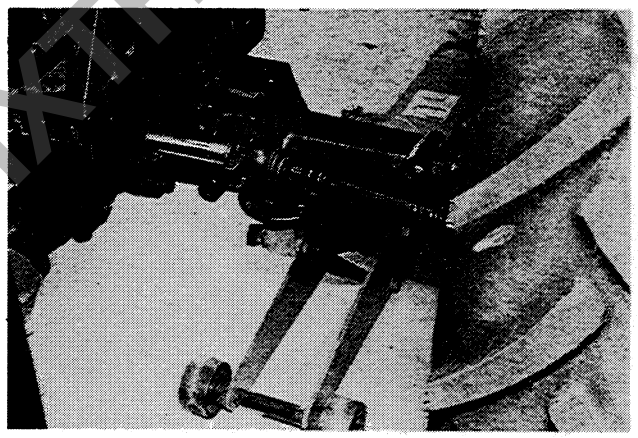
Remove the MFD drive shaft shield and drive shaft (see Section 6485).

STEP 171



Loosen the front wheel nuts (both wheels).

STEP 172



Raise one front wheel from the ground using a jack.

STEP 173

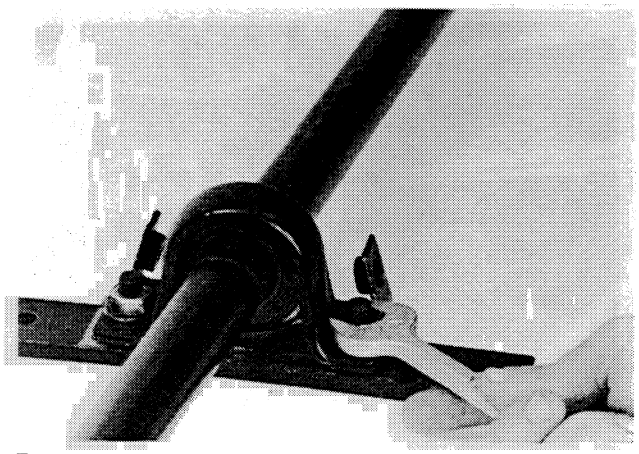


Remove the wheel nuts and remove the front wheel.

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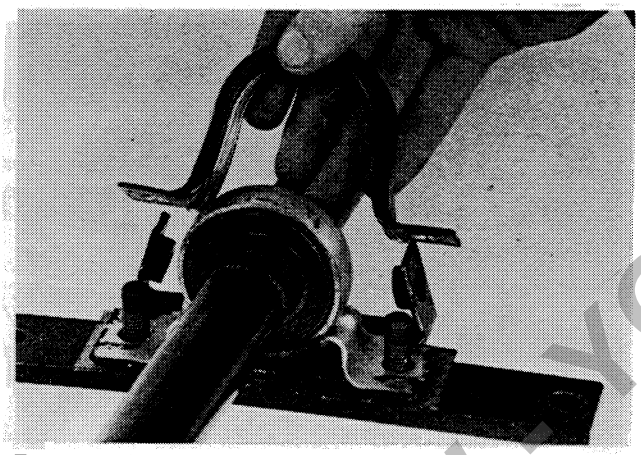
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STEP 19



Remove the center bearing support nuts and washers.

STEP 20



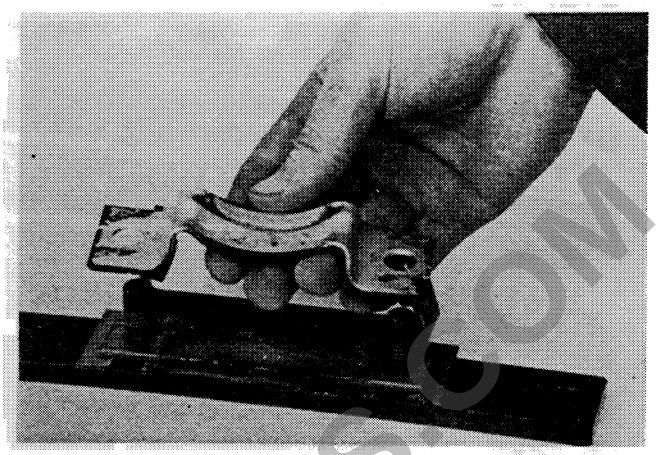
Remove the center bearing lower housing.

STEP 21



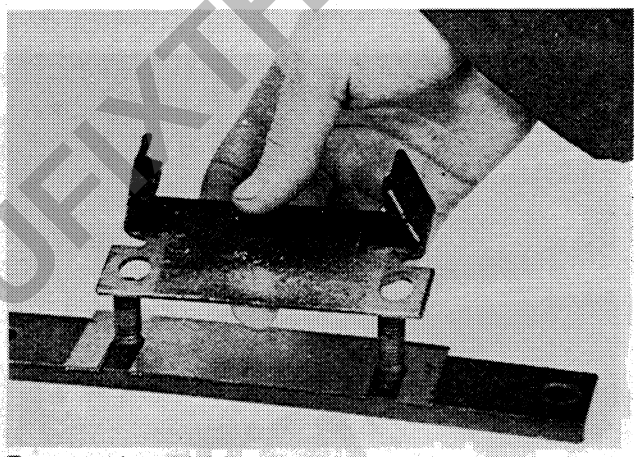
Remove the shaft and bearing.

STEP 22



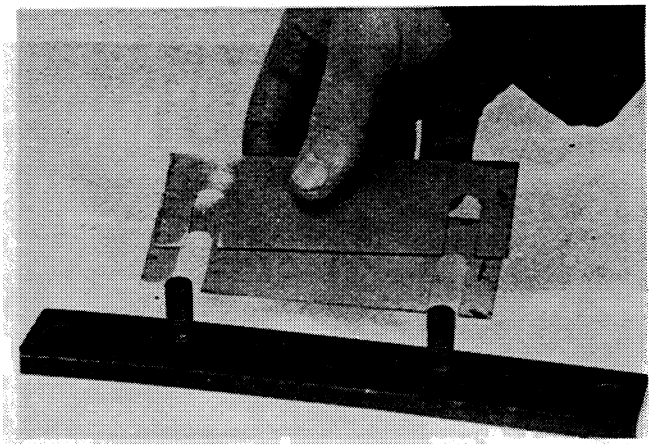
Remove the upper center bearing housing.

STEP 23



Remove the shield support.

STEP 24

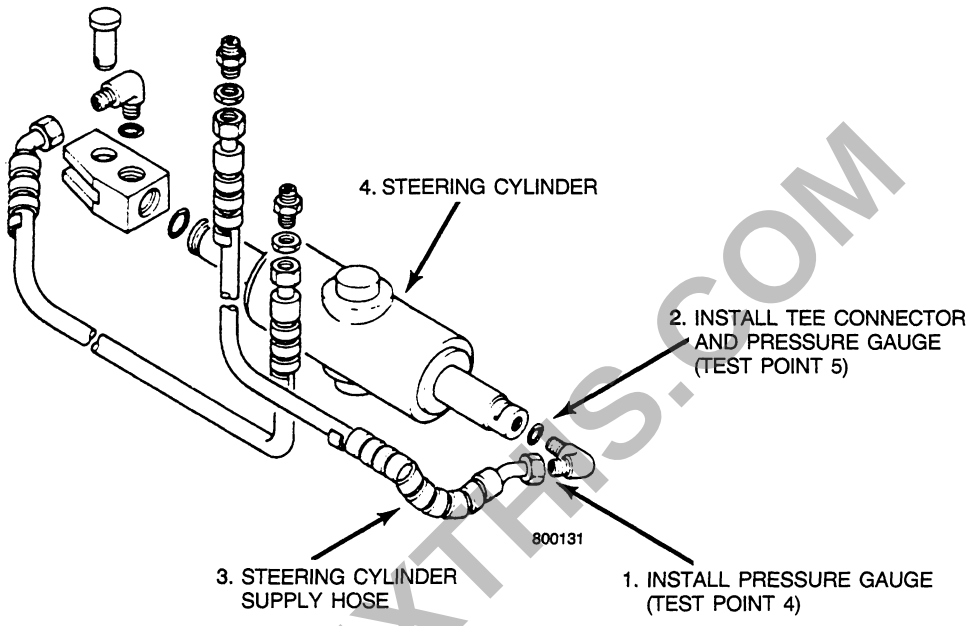


Remove the shims.

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STEERING RELIEF VALVE AND INTERNAL LEAKAGE



STEERING RELIEF VALVE (TEST POINT 4)

- Apply parking brake with gear levers in neutral
- Engine not running
- Install a 0 to 2000 PSI (0 to 137 Bar) pressure gauge to the steering cylinder supply hose (TEST POINT 4).
- Apply 52 lb ft (70Nm) torque to the steering wheel in a clockwise direction.
- Take note of the pressure.
- The pressure must not be less than 750 to 1000 PSI (51 to 68.9 Bar).

STEERING RELIEF VALVE (Adjustment)

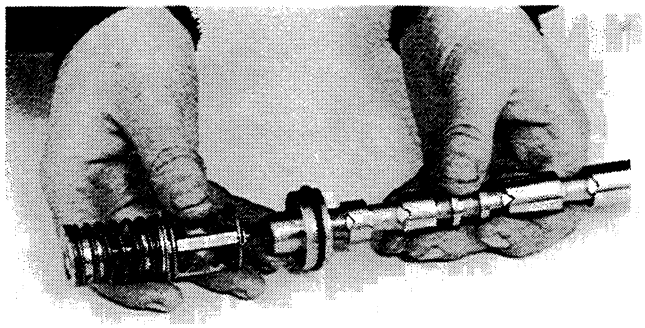
- Install a 0 to 3000 PSI (0 to 206 bar) pressure gauge to the steering cylinder supply hose (TEST POINT 4).
- Run the engine at 1000 RPM.
- Continually turn the steering in a clockwise direction.
- Turn the steering relief valve clockwise to increase or counterclockwise to decrease the pressure. Refer to section 5001.
- The pressure must be 2050 to 2150 PSI (141 to 148 Bar).

INTERNAL CYLINDER LEAKAGE (TEST POINT 5)

- Apply parking brake with gear levers in neutral
- Install a Tee connector and a 0 to 3000 PSI (0 to 206 Bar) pressure gauge in between the steering cylinder and the supply hose (TEST POINT 5).
- Run the engine at 1000 RPM.
- Turn the steering wheel in a clockwise direction against the steering stops.
- Record the pressure.
- The pressure must be 2050 to 2150 PSI (141 to 148 Bar).

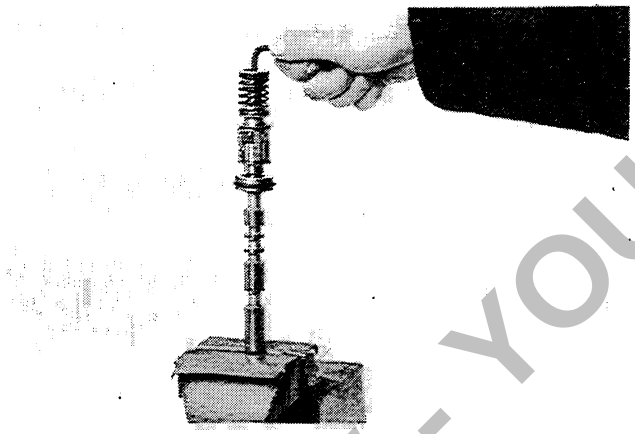
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STEP 117



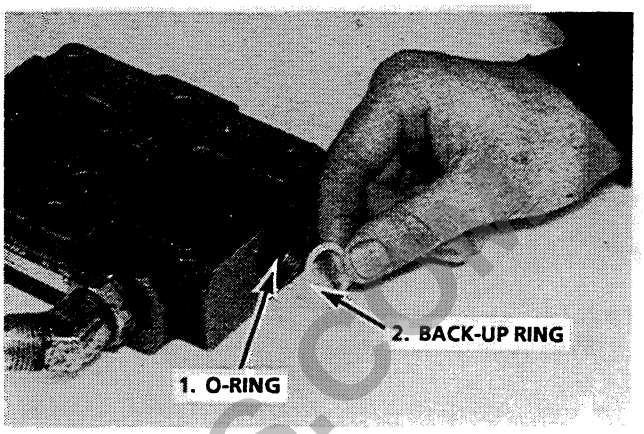
Fit the detent mechanism onto the valve spool. Turn the detent mechanism clockwise.

STEP 118



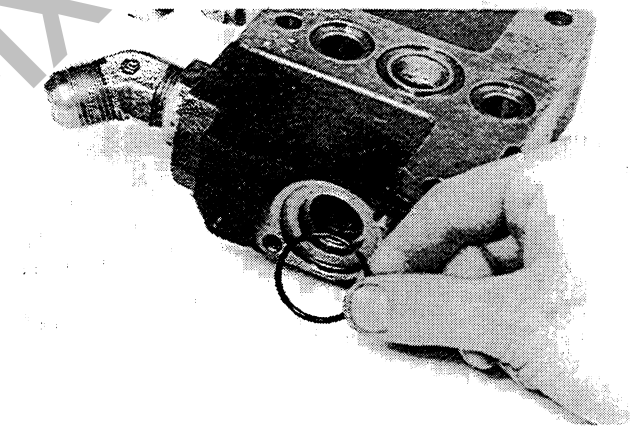
Hold the flats on the valve spool in a vice fitted with soft jaw plates. Use a key in the cap screw to tighten the detent mechanism onto the valve spool.

STEP 119



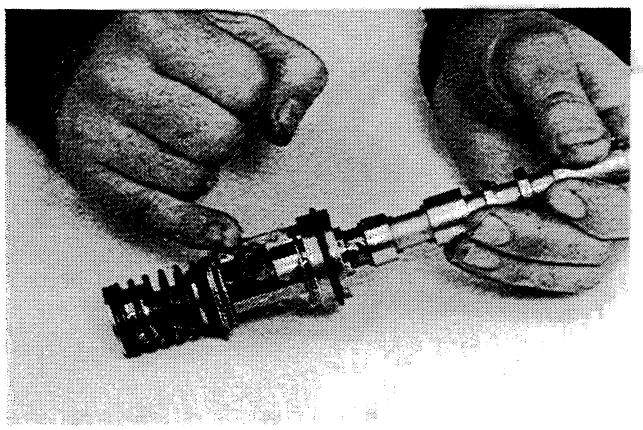
Fit a new o-ring and back-up ring into the groove in the operating lever end of the valve body. Make sure that the back-up ring is towards the outside. Lubricate the rings with petroleum jelly.

STEP 120



Fit a new o-ring into the groove in the detent mechanism end of the valve body. Lubricate the o-ring with petroleum jelly.

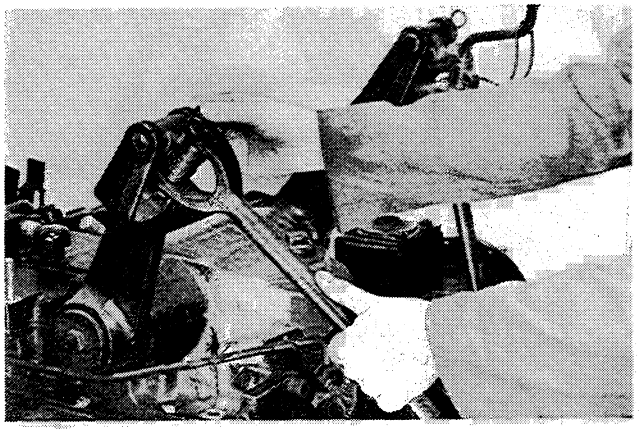
STEP 121



Lubricate the detent mechanism with petroleum jelly.

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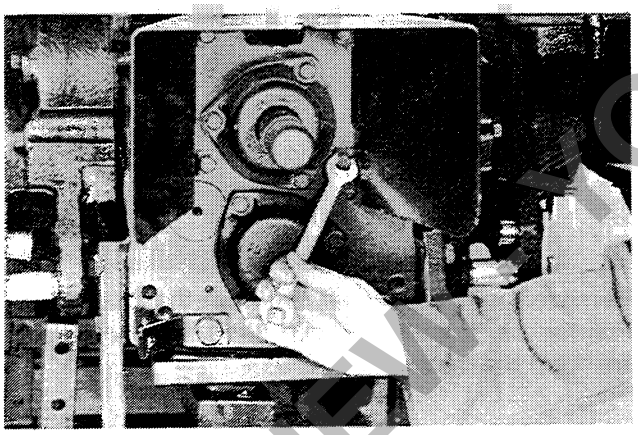
STEP 125



Remove the spring clip and pivot pin from the lift rod. Lower the lift rod to the ground. Repeat the operation for the levelling lever.

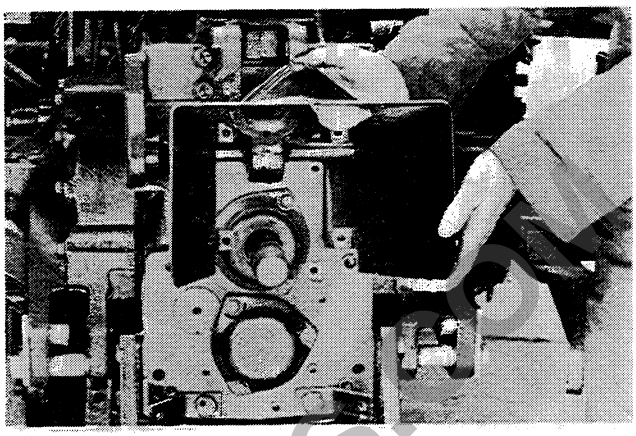
NOTE: *Some tractors are fitted with a pivot bolt, washer and locknut instead of the pivot pin and spring clip.*

STEP 126



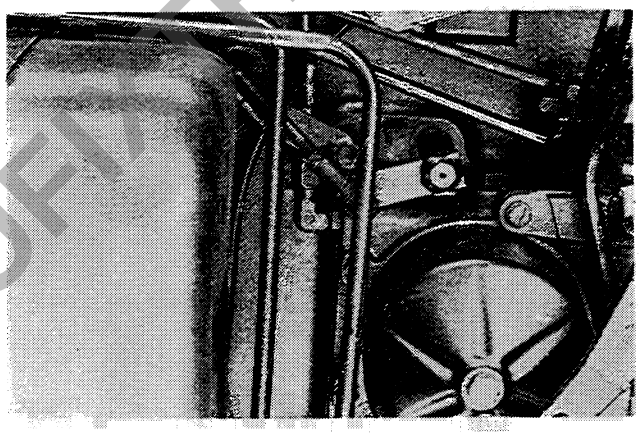
Remove the retaining bolts and spring washers from the P.T.O guard.

STEP 127



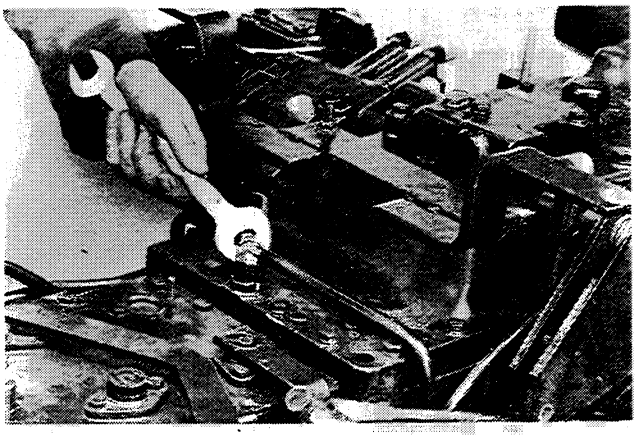
Remove the P.T.O guard.

STEP 128



Disconnect the supply pipe to the oil cooler at the MCV and install caps.

STEP 129

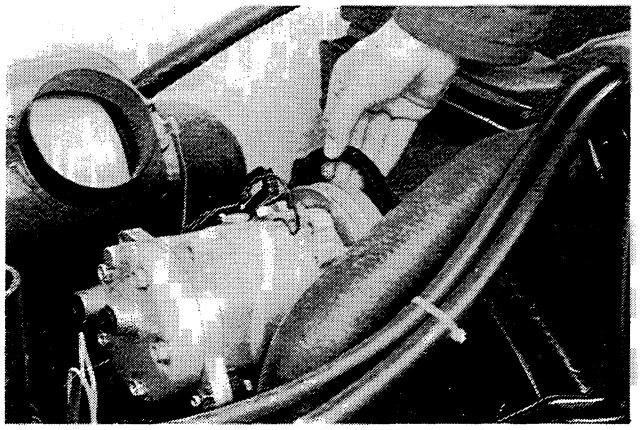


Disconnect the return pipe from the oil cooler. Fit a cap onto the pipe.

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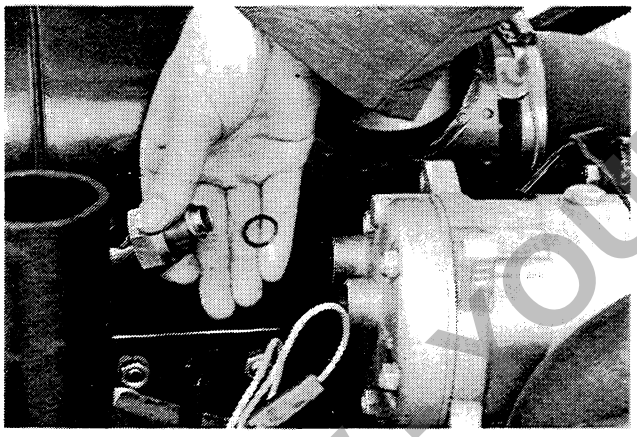
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STEP 85



Fit the compressor belt onto the compressor and crankshaft pulleys.

STEP 86



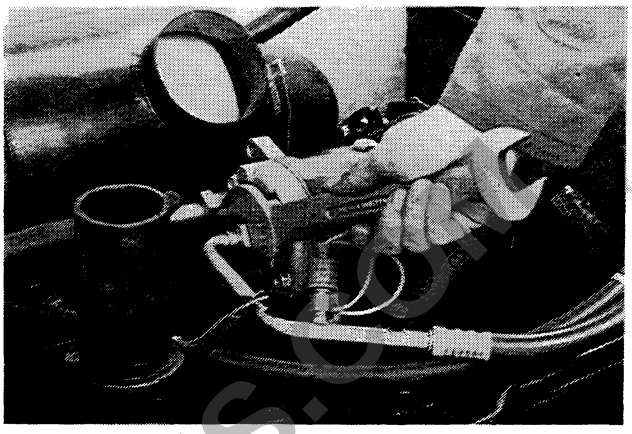
Put a new o-ring onto the suction hose (hose from evaporator in the cab). Lubricate the o-ring with clean compressor oil.

STEP 87



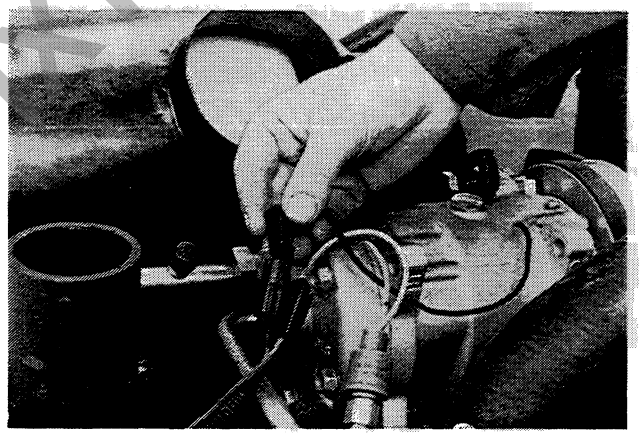
Connect the hose to the connection marked 'SUC' on the end of the compressor. Tighten the union.

STEP 88



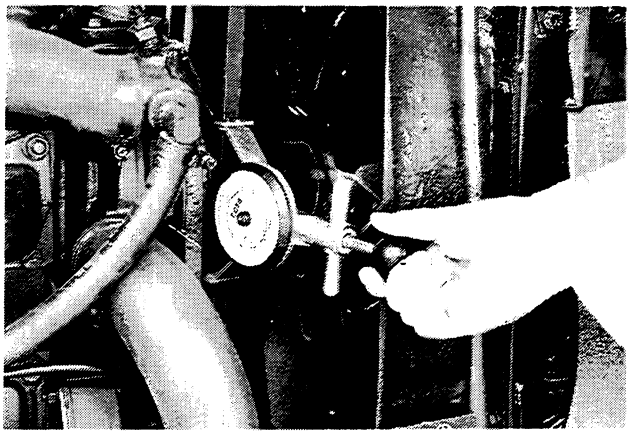
Lubricate then fit a new o-ring to the discharge hose. Connect the hose to the compressor and tighten.

STEP 89



Connect the lead wire to the compressor clutch.

STEP 90



Adjust the compressor belt to the correct tension (see STEP 1 and 2).

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