D35, DX35, D40, DX40, D45, DX45 REPAIR MANUAL COMPLETE CONTENTS

SECTION 00 - GENERAL INFORMATION 2

SECTION 10 - ENGINE 3

SECTION 18 - CLUTCH 10

SECTION 21 - TRANSMISSION 11

SECTION 23 - DRIVELINE 14

SECTION 25 - FWD FRONT AXLE 15

SECTION 27 - DIFFERENTIAL, REAR AXLE 16

SECTION 29 - HYDROSTATIC TRANSMISSION 17

SECTION 31 - POWER TAKE-OFF (PTO) SYSTEMS 21

SECTION 33 - BRAKES 24

SECTION 35 - HYDRAULIC SYSTEM 24

SECTION 41 - STEERING 28

SECTION 44 - 2WD FRONT AXLE 29

SECTION 50 - CLIMATE CONTROL 30

SECTION 55 - ELECTRICAL SYSTEM 34

SECTION 90 - PLATFORM 51

The following pages are the collation of the contents pages from each section and chapter of the D35 – DX45 Repair manual. Complete Repair part # 87622993.

The sections used through out all Case IH product Repair manuals may not be used for each product. Each Repair manual will be made up of one or several books. Each book will be labeled as to which sections are in the overall Repair manual and which sections are in each book.

The sections listed above are the sections utilized for the D35 – DX45 Tractors, PIN number HBA015001 and above.

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PRECAUTIONARY STATEMENTS

PERSONAL SAFETY

Throughout this manual and on machine decals, you will find precautionary statements ("**CAUTION**", "**WARNING**", and "**DANGER**") followed by specific instructions. These precautions are intended for the personal safety of you and those working with you. Please take the time to read them.

⚠ CAUTION ⚠

The word "CAUTION" is used where a safe behavioral practice according to operating and maintenance instructions and common safety practices will protect the operator and others from accident involvement.

⚠ DANGER ⚠

The word "DANGER" denotes a forbidden practice in connection with a serious hazard.

⚠ WARNING ⚠

The word "WARNING" denotes a potential or hidden hazard which has a potential for serious injury. It is used to warn operators and others to exercise every appropriate means to avoid a surprise involvement with machinery.

FAILURE TO FOLLOW THE "CAUTION", "WARNING", AND "DANGER" INSTRUCTIONS MAY RESULT IN SERIOUS BODILY INJURY OR DEATH.

MACHINE SAFETY

The precautionary statement ("**IMPORTANT**") is followed by specific instructions. This statement is intended for machine safety.

IMPORTANT: *The word "IMPORTANT" is used to inform the reader of something he needs to know to prevent minor machine damage if a certain procedure is not followed.*

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SPECIFICATIONS - D35, D40, D45

	Model D35	Model D40	Model D45
ENGINE			
Type/Model	Diesel/N843L	Diesel/N844	Diesel/N844L
Engine Gross Horsepower	26.1 kw (35.0)	29.8 kw (40.0)	33.6 kw (45)
Cylinders	3	4	4
Bore	84 mm (3.31″)	84 mm (3.31″)	84 mm (3.31″)
Stroke	100 mm (3.94″)	90 mm (3.54″)	100 mm (3.94″)
Displacement	1.65 L (101.1 cu. in.)	2.0 L (121.7 cu. in.)	2.2 L (135.2 cu. in.)
Compression Ratio	22.5:1	22.5:1	22.5:1
Firing Order	1-2-3	1-3-4-2	1-3-4-2
Low Idle Speed	1025 ± 50 rpm	1025 ± 50 rpm	1025 ± 50 rpm
Maximum Speed:			
High Idle	2855 rpm	2855 rpm	2855 rpm
Rated	2600 rpm	2600 rpm	2600 rpm
CAPACITIES			
Fuel Tank	54.5 liters/ 13 U.S. gals.	54.5 liters/ 13 U.S. gals.	54.5 liters/ 13 U.S. gals.
Cooling System	7.4 liters/ 7.8 U.S. qts.	7.9 liters/ 8.3 U.S. qts.	8.0 liters/ 8.4 U.S. qts.
Engine Crankcase:			
With Filter	5.8 liters/ 6.1 U.S. qts.	6.0 liters/ 6.3 U.S. qts.	6.0 liters/ 6.3 U.S. qts.
Rear Axle & Transmission (Includes Hydraulics)	36 liters/ 9.2 U.S. gals.	36 liters/ 9.2 U.S. gals.	36 liters/ 9.2 U.S. gals.
Power Steering	1.4 liters/ 1.5 U.S. qts.	1.4 liters/ 1.5 U.S. qts.	1.4 liters/ 1.5 U.S. qts.
Front Axle Final Reduction /Differential Gear Case	5.3 liters/ 5.6 U.S. qts.	5.3 liters/ 5.6 U.S. qts.	5.3 liters/ 5.6 U.S. qts.

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MINIMUM HARDWARE TIGHTENING TORQUES

IN FOOT POUNDS (NEWTON-METERS) FOR NORMAL ASSEMBLY APPLICATIONS

INCH HARDWARE AND LOCKNUTS

NOMINAL SIZE	SAE GRADE 2		SAE GRADE 5		SAE GRADE 8		LOCKNUTS		NOMINAL SIZE
	UNPLATED or PLATED SILVER	PLATED W/ZnCr GOLD	UNPLATED or PLATED SILVER	PLATED W/ZnCr GOLD	UNPLATED or PLATED SILVER	PLATED W/ZnCr GOLD	GR.B w/GR5 BOLT	GR.C w/GR8 BOLT	
1/4	55* (6.2)	72* (8.1)	86* (9.7)	112* (13)	121* (14)	157* (18)	61* (6.9)	86* (9.8)	1/4
5/16	115* (13)	149* (17)	178* (20)	229* (26)	250* (28)	324* (37)	125* (14)	176* (20)	5/16
3/8	17 (23)	22 (30)	26 (35)	34 (46)	37 (50)	48 (65)	19 (26)	26 (35)	3/8
7/16	27 (37)	35 (47)	42 (57)	54 (73)	59 (80)	77 (104)	30 (41)	42 (57)	7/16
1/2	42 (57)	54 (73)	64 (87)	83 (113)	91 (123)	117 (159)	45 (61)	64 (88)	1/2
9/16	60 (81)	77 (104)	92 (125)	120 (163)	130 (176)	169 (229)	65 (88)	92 (125)	9/16
5/8	83 (112)	107 (145)	128 (174)	165 (224)	180 (244)	233 (316)	90 (122)	127 (172)	5/8
3/4	146 (198)	189 (256)	226 (306)	293 (397)	319 (432)	413 (560)	160 (217)	226 (306)	3/4
7/8	142 (193)	183 (248)	365 (495)	473 (641)	515 (698)	667 (904)	258 (350)	364 (494)	7/8
1	213 (289)	275 (373)	547 (742)	708 (960)	773 (1048)	1000 (1356)	386 (523)	545 (739)	1

NOTE: Torque values shown with * are inch pounds.

IDENTIFICATION
CAP SCREWS AND CARRIAGE BOLTS



SAE GRADE 2 — SAE GRADE 5 — SAE GRADE 8



REGULAR NUTS — SAE GRADE 5 HEX NUTS — SAE GRADE 8 HEX NUTS

LOCKNUTS



GRADE IDENTIFICATION
GRADE A NO NOTCHES
GRADE B ONE CIRCUMFERENTIAL NOTCH
GRADE C TWO CIRCUMFERENTIAL NOTCHES



GRADE IDENTIFICATION
GRADE A NO MARKS
GRADE B THREE MARKS
GRADE C SIX MARKS
MARKS NEED NOT BE LOCATED AT CORNERS



GRADE A NO MARK
GRADE B LETTER B
GRADE C LETTER C

GRADE IDENTIFICATION

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TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	CORRECTION
Engine does not develop full power	Clogged air cleaner	Inspect and replace air cleaner if necessary
	Fuel line obstructed	Check for crimped fuel line. Inspect fuel filter for cleanliness
	Improper injection timing	Repair/ replace components as required
	Improper nozzle injection pressure and angle	Check injection timing Inspect for proper injection pressure an angle
	Low cylinder compression	Check engine compression
	Insufficient fuel injection	Repair at authorized shop
	Improper valve lash adjustment	Adjust valves to correct tolerances
	Burned, worn or sticking valves	Inspect and replace as necessary
	Blown head gasket	Replace head gasket
	Worn or sticking piston rings	Overhaul as necessary
	Faulty engine stop solenoid	Replace stop solenoid
Low oil pressure	Engine oil level low	Fill to proper level
	Wrong grade of oil	Replace with correct grade oil
	Clogged oil pump filter	Change oil and filter
	Faulty oil pressure relief valve	Replace relief valve
	Worn oil pump drive shaft gears, or broken oil pipe	Inspect oil system and components. Replace defective components
	Excessive main or connecting rod bearing clearances	Replace bearings or shaft if necessary
	Oil pump axial clearance not properly set	Check pump clearance and shim as needed to proper tolerance
Engine will not stop	Faulty engine stop solenoid	Replace the stop solenoid
	Faulty starter switch	Replace starter switch
Low cylinder compression	Burned, worn or sticking valves	Replace valves
	Bent valve stem	Replace valves
	Broken or weak valve spring	Replace valve spring
	Blown cylinder head gasket	Replace head gasket
	Worn or sticking piston rings	Replace piston rings
	Scored piston	Replace piston
Poor engine idling	Improper injection timing	Correct the injection timing
	Air in injection pump	Purge air from the system
	Improper governor adjustment	Adjust the governor

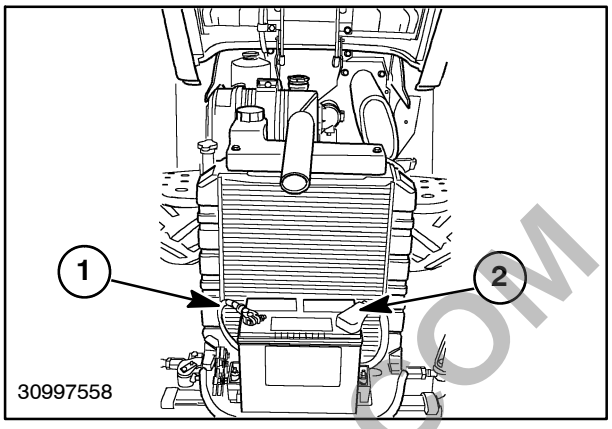
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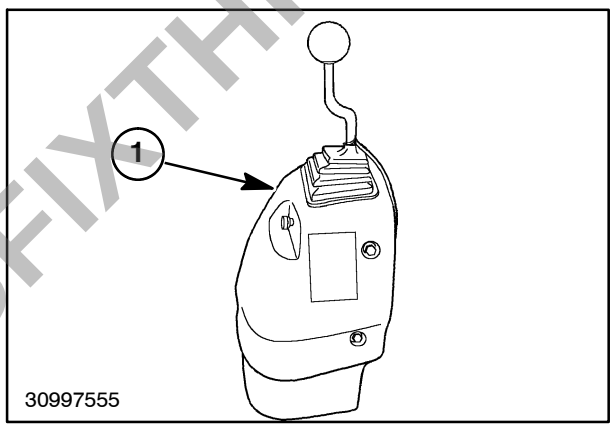
SEPARATING THE TRACTOR AT THE CLUTCH HOUSING/ENGINE - 12 X 12 TRANSMISSION

Removal

1. Remove the negative (–) battery cable, 1, and the positive (+) battery cable, 2, from the battery.
2. Drain all of the hydraulic fluid from the transmission and the differential into a suitable container.
3. Disconnect the headlight wire harness plug and remove the hood from the tractor.
4. Remove the seat, and the seat base assembly from the tractor.
5. Remove the light bars from the fenders and the ROPS.
6. If equipped, remove the remote loader control valve, 1, and the connecting hydraulic tubes from the right fender.
7. Remove the left and right fenders from the tractor.

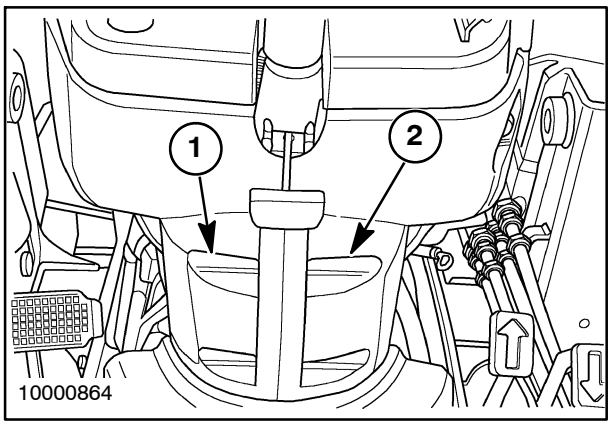


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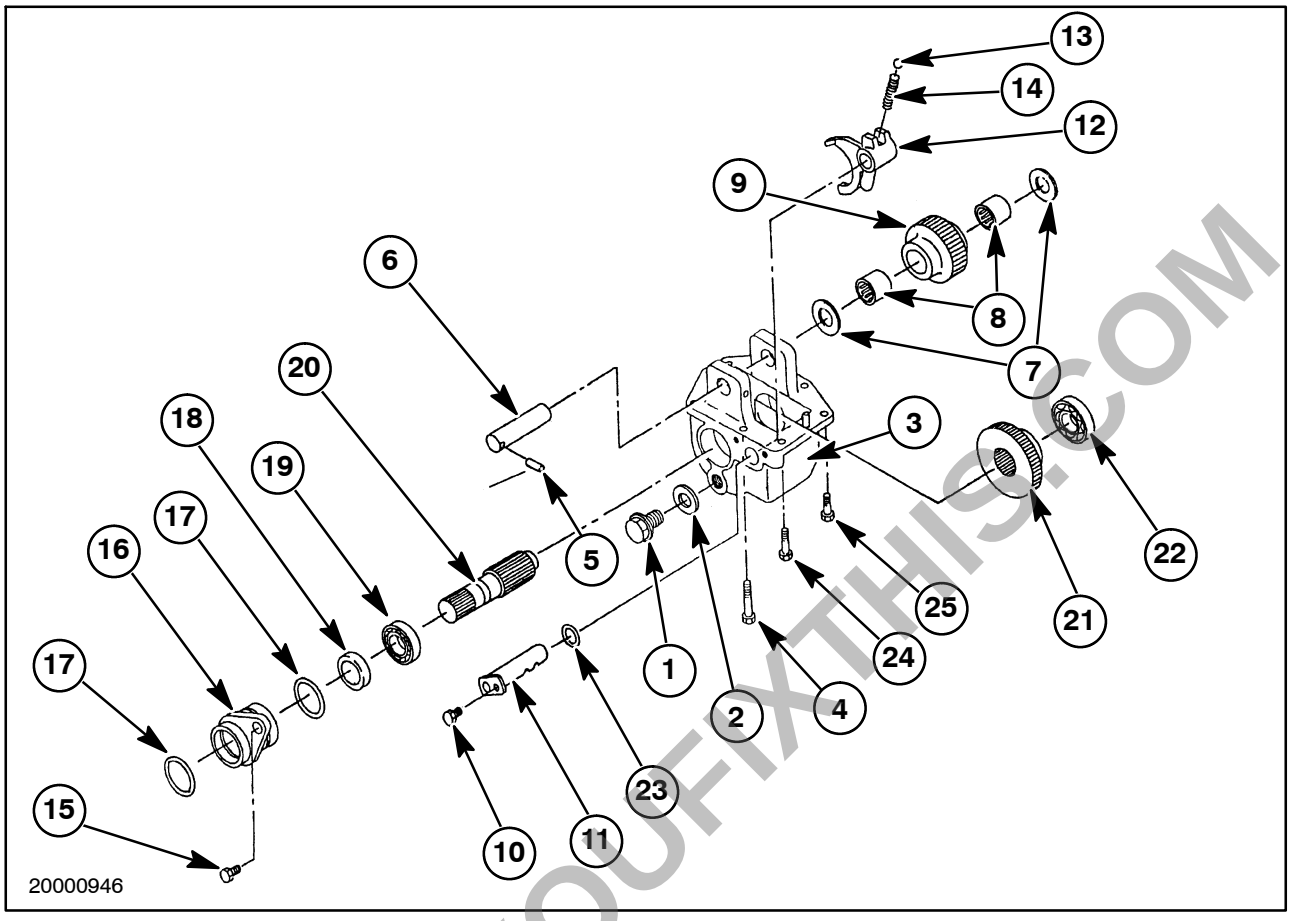
8. Remove the left, 1, and right, 2, rear hood side panels.
9. Disconnect and remove the throttle cable from the foot throttle control pedal, located on the right deck.
10. Remove the left and the right deck from the tractor.
11. Disconnect the throttle cable from the dash mounted throttle control lever.



8

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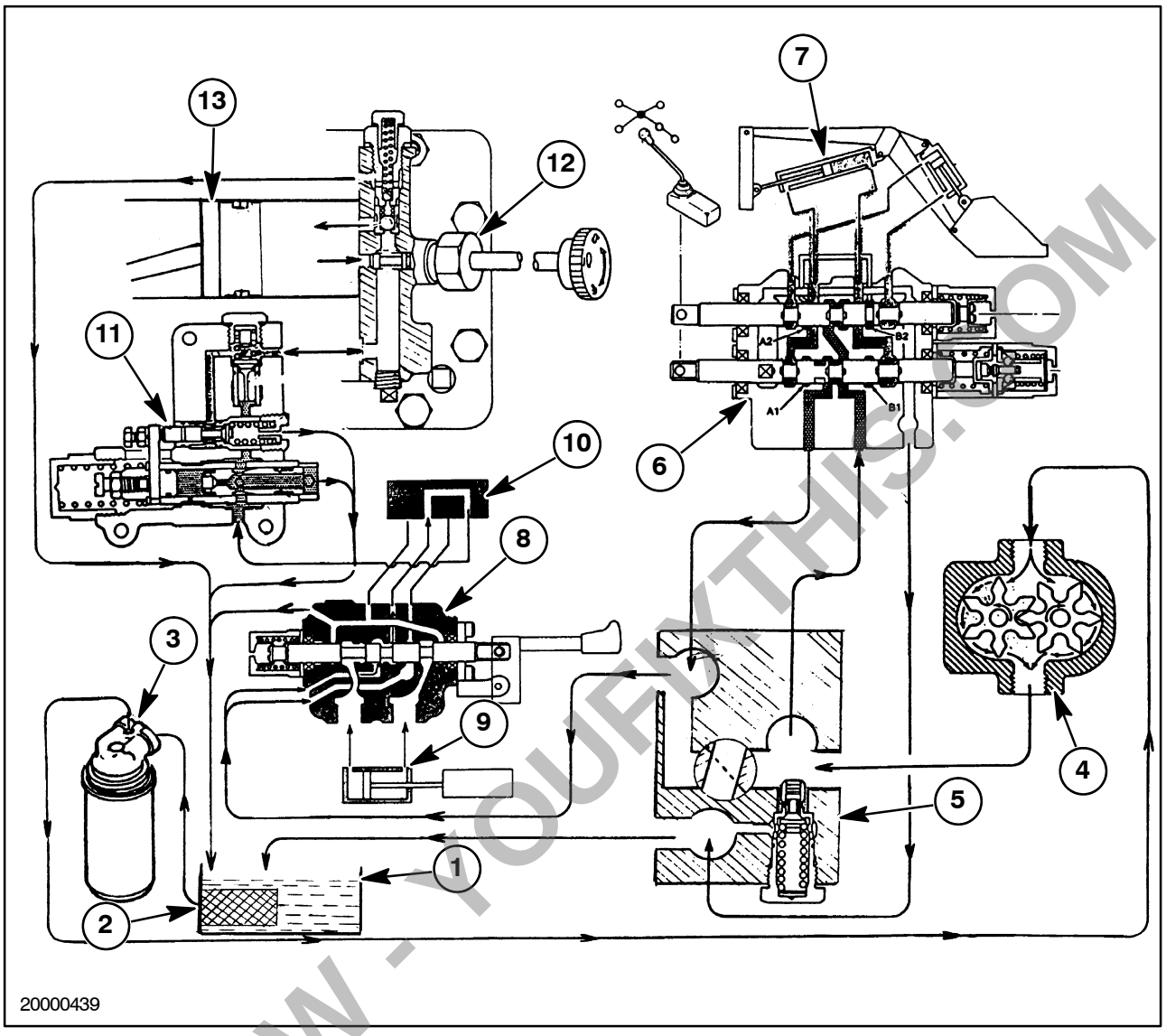


5

1	Drain Plug	14	Spring
2	Sealing Washer	15	Bolt M8 x 25 mm
3	Gearbox Housing	16	Driveshaft Retainer
4	Bolt M8 x 45 mm	17	O ring
5	Roll Pin	18	Seal
6	Countershaft	19	Bearing
7	Thrust Washer	20	FWD Output Shaft
8	Needle Bearing	21	Sliding Gear
9	Counter Gear	22	Bearing
10	Bolt M8 x 16 mm	23	O ring
11	Shift Rail	24	Bolt M8 x 35 mm
12	Shift Fork	25	Bolt M8 x 25 mm (5)
13	Detent Ball		

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5

Hydraulic Flow Diagram/Component Description

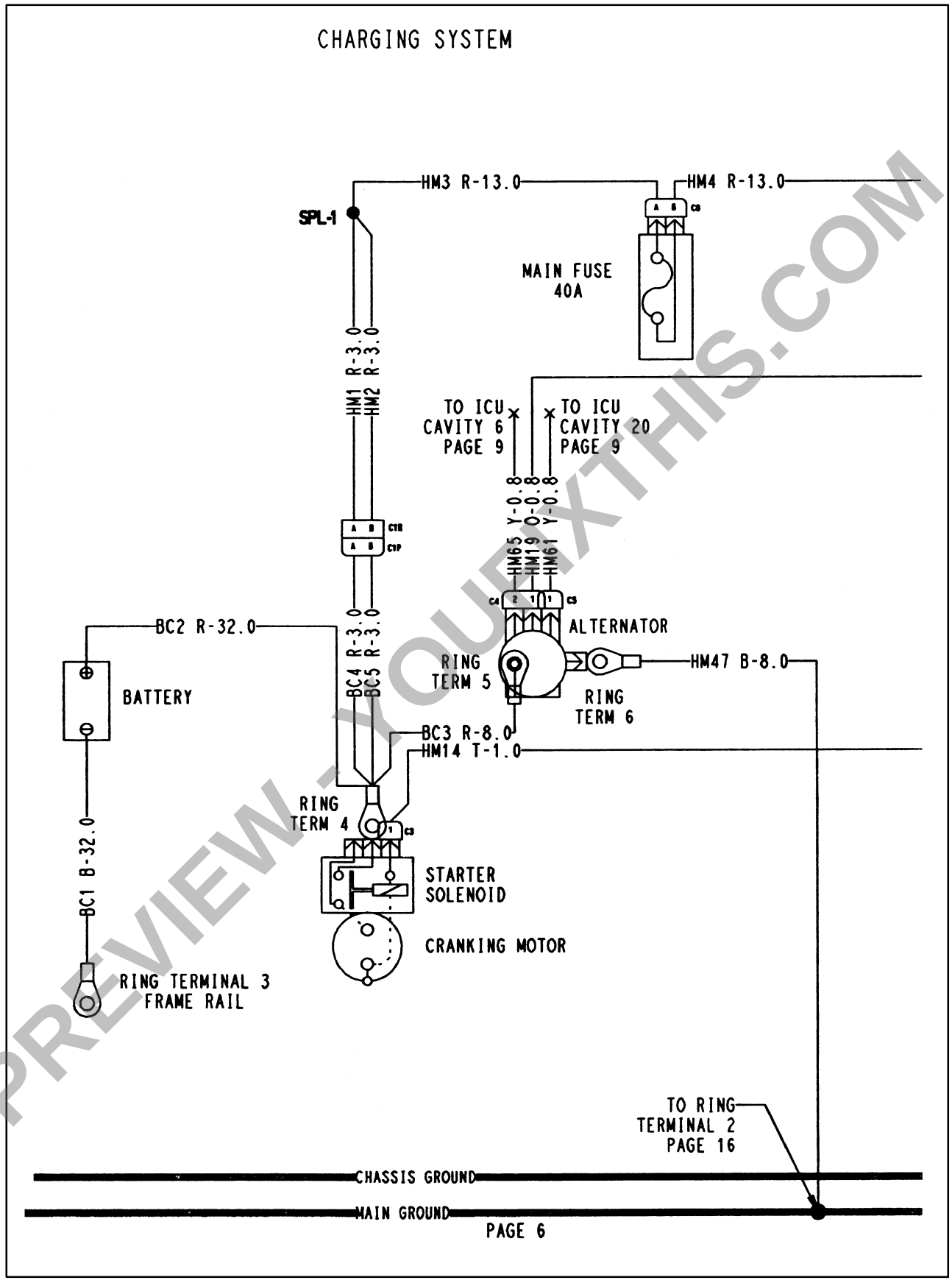
1. Hydraulic Fluid Reservoir
2. Sump Screen Filter
3. Hydraulic Fluid Filter
4. Hydraulic Pump
5. Relief/Diverter Valve
6. Front Double Spool Remote Valve
7. Front Boom Lift Cylinder
8. Rear Single Spool Remote Valve
9. Rear Remote Lift Cylinder
10. Rear Remote Endcap (Attached to HPL Valve)
11. HPL Valve (Control Valve)
12. Flow Valve
13. 3 Point Hitch Lift Piston

FLOW PRIORITY

This diagram shows hydraulic oil flow priority within the tractor's hydraulic system.

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6

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SECTION 10 - ENGINE

BOOK 1 - 87056690

Chapter 1 - Engine (Continued)

CONTENTS

Section	Description	Page
	Valve Tappet	57
	Removal	57
	Fuel Shutoff Solenoid	57
	Removal	57
10 106	Engine Timing Gear Cover, Timing Gears and Cam Shaft	57
	Timing Gear Cover Removal	57
10 106	Timing Gears and Cam Shaft	60
	Removal	60
10 102	Oil Sump	61
	Removal	61
	Oil Suction Pipe and Strainer	61
	Removal	61
10 110	Balancer Assembly	62
	Removal	62
10 105	Connecting Rods, Bearings and Pistons, Rings	62
	Removal	62
10 103	Flywheel	63
	Removal	63
10 103	Backplate and Oil Seal	63
	Removal	63
	Crankshaft and Main Bearings	63
	Removal	63
10 101	Cylinder Head	64
	Disassembly	64
	Inspection and Repair	64
	Valve Seats	65
	Valves	66
	Valve Guides	67
	Valve Springs	68
	Rocker Arms	68
	Push Rods	69
	Cylinder Head	69
	Assembly	69

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GENERAL DIMENSIONS

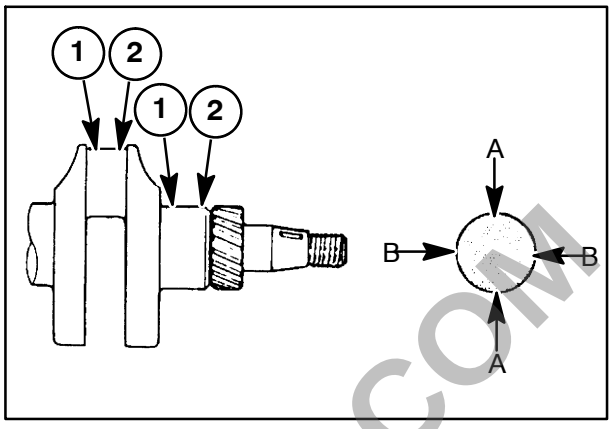
	Model DX35	Model DX40	Model DX45
(1)—LENGTH Overall (Less 3 pt hitch) - mm (in.)			
2WD			
sm AG Tires	N/A	N/A	N/A
lg AG Tires	N/A	N/A	N/A
R4 Tires	N/A	N/A	N/A
TURF Tires	N/A	N/A	N/A
STD FWD			
sm AG Tires	2955 (116.3)	2955 (116.3)	116.3 (2955)
lg AG Tires	2971 (117)	2971 (117)	117 (2971)
R4 Tires	2960 (116.5)	2960 (116.5)	116.5 (2960)
TURF Tires	2892 (113.9)	2892 (113.9)	113.9 (2892)
(1)—LENGTH Overall (3 pt hitch horizontal position) - mm (in.)			
2WD			
sm AG Tires	N/A	N/A	N/A
lg AG Tires	N/A	N/A	N/A
R4 Tires	N/A	N/A	N/A
TURF Tires	N/A	N/A	N/A
STD FWD			
sm AG Tires	3180 (125.2)	3180 (125.2)	125.2 (3180)
lg AG Tires	3180 (125.2)	3180 (125.2)	125.2 (3180)
R4 Tires	3180 (125.2)	3180 (125.2)	125.2 (3180)
TURF Tires	3180 (125.2)	3180 (125.2)	125.2 (3180)

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CRANKSHAFT

1. Inspect the crankshaft gear teeth for wear or damage and replace if necessary.

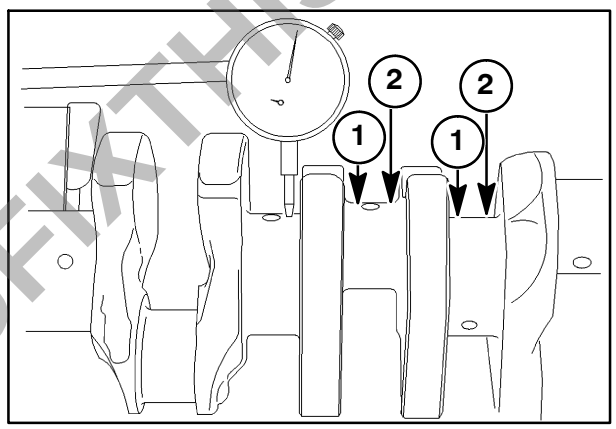


145

A. Taper Readings: 1 vs. 2
B. Out-of-Round Readings: A vs. B

2. Using a dial indicator, measure the crankshaft journals for size, runout, and tapper.
3. The amount of tapper in a journal is the difference in the measurements taken at points 1 and 2 on a journal.
4. The amount of out-of-round in a journal is the difference in the measurements taken at 90° points on the journal.

NOTE: *The smallest reading taken at any one of the readings indicates the size of the journal. See "Specifications" for wear limits and repair recommendations.*



146

NOTE: *Undersize bearings are available in 0.25 - 0.50 mm (0.010 - 0.020") for both main and crankpin journals. See "Specifications" for wear limits and bearing usage.*

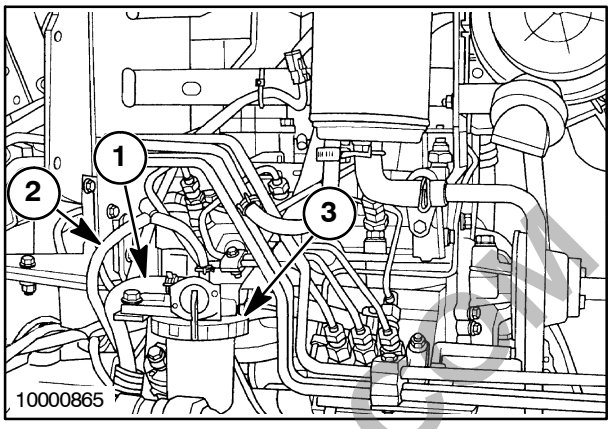
5. Mount the crankshaft in a set of V-blocks and measure the amount of runout using a dial indicator.
6. Straighten or replace crankshafts that exceed runout specifications. See "Specifications," discussed earlier in this section.

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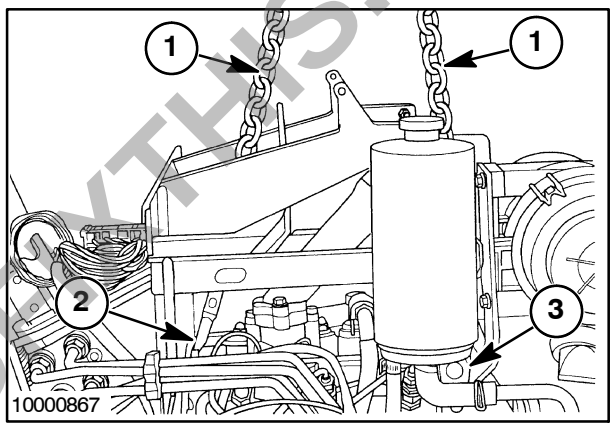
22. Remove the fuel supply, 1, and return, 2, lines from the fuel filter, 3.

23. Drain the fuel tank into a suitable container.



13

24. Attach a chain sling, 1, to the two hoist eyes, 2 and 3, on the engine.

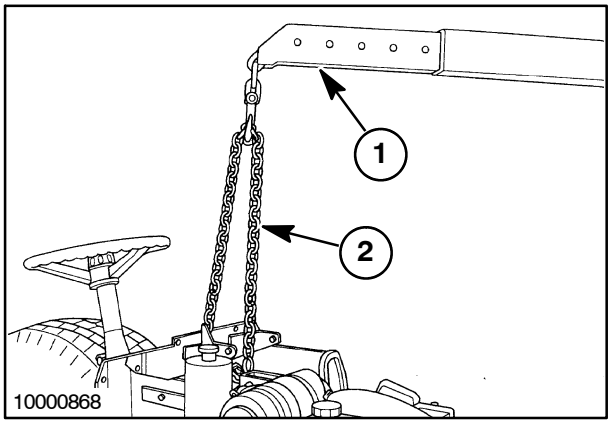


14

25. Attach a suitable hoist, 1, to the chain sling, 2.

NOTE: *The hoist is used for supporting the engine and axle assembly, not for lifting.*

26. Roll a floor jack under the tractor from the rear of the tractor, and place under the clutch housing. Raise the jack enough to support the drive train.

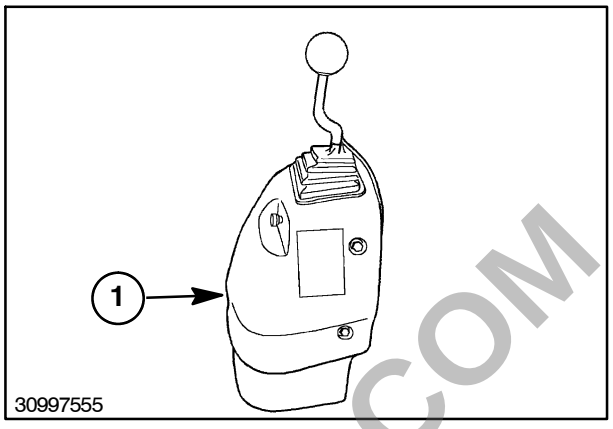


15

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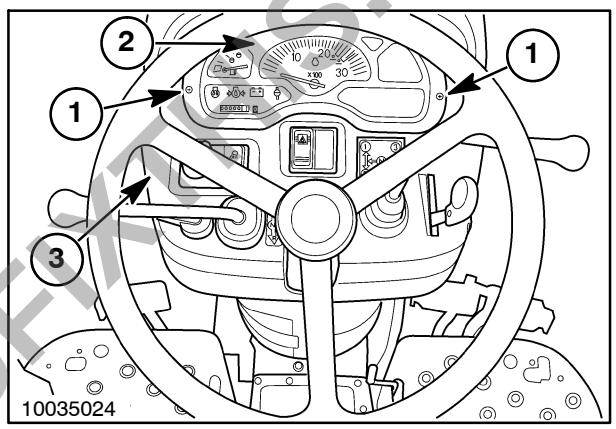
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21. If equipped, install the remote loader control valve, 1, on the right fender. Connect the hydraulic tubes.
22. Install the dash housing onto the tractor.
23. Connect the wiring connectors to the dash housing switches.
24. Connect the throttle cable to the dash mounted throttle control lever.



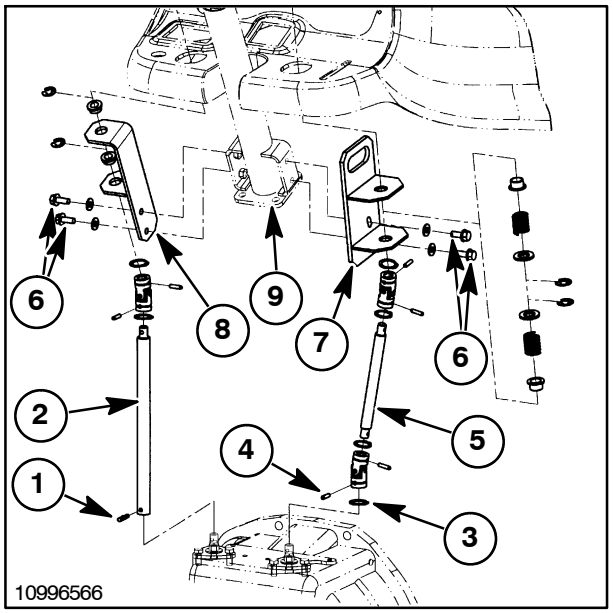
162

25. Connect the instrument panel wiring plug to the instrument panel. Install the instrument panel, 2, into the dash housing, 3, and secure with two screws, 1.



163

26. Install the main shift and the shuttle shift control levers through the dash housing, and connect the main shift bracket, 7, and the shuttle shift bracket, 8, to the steering column, 9, with the retaining bolts, 6. Connect the lower main shift shaft, 5, and shuttle shift shaft, 2, to the transmission shafts with the roll pins, 4 and 1, and retaining ring, 3.
27. Install the hood on the tractor and connect the headlight wiring connector.



164

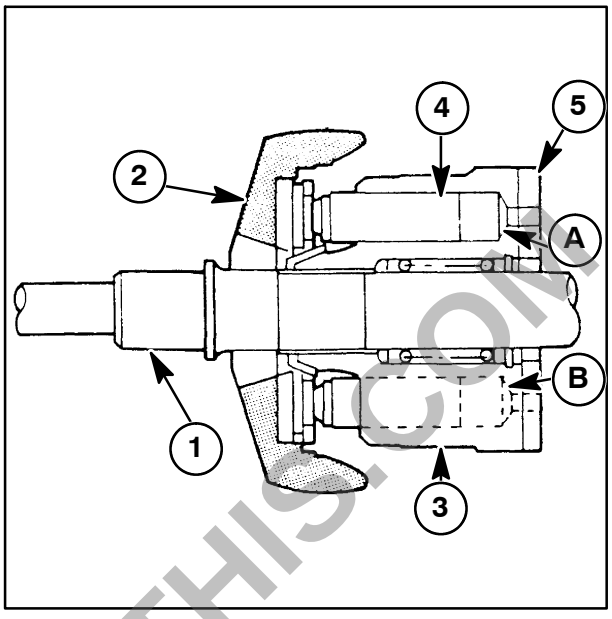
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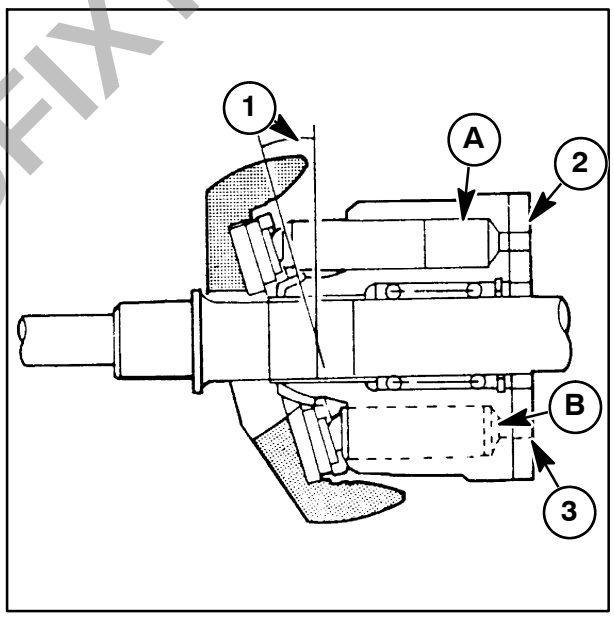
VARIABLE DISPLACEMENT PUMP

The cylinder block, 3, and pistons, 4, are splined to the input shaft, 1, and rotate with the shaft. In the neutral position, the swash plate, 2, is in the vertical position, at right angle to the pistons and the pistons do not stroke. When in neutral position, the displacement in the cylinders, “A” and “B” are equal and no fluid flows through the pump or motor valve port plate, 5.



7

When the swash plate is tilted at an angle, 1, fluid in the cylinder in position “A” is discharged out through port, 2, in the valve plate, 3, as the cylinder is rotated to position “B”. Maximum fluid flow is obtained when the swash plate is at maximum tilt angle.



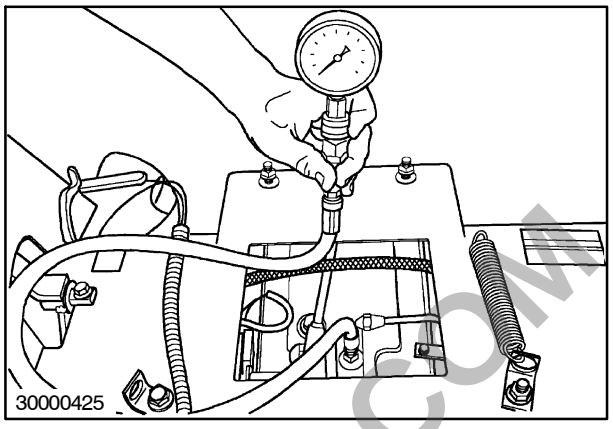
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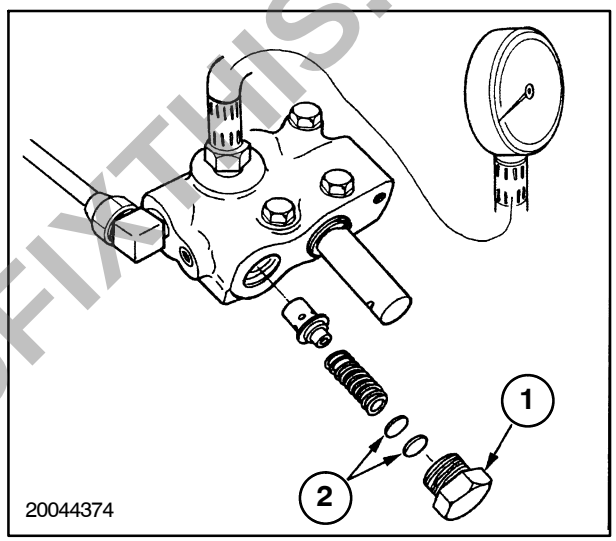
6. Observe the reading on the pressure gauge. The pressure indication should be:

Model	Pressure Reading
D35, DX35	14.2 – 16.2 bar (202 – 230 psi)
D40, DX40, D45, DX45	17.9 – 19.9 bar (254 – 283 psi)



18

7. If required, shut the tractor off and adjust the relief pressure by removing the plug, 1, on the clutch control relief valve and change the pressure by adding or removing adjusting shims, 2. Each 1 mm shim change will raise or lower the relief pressure by approximately 1.21 bar (17.5 psi).

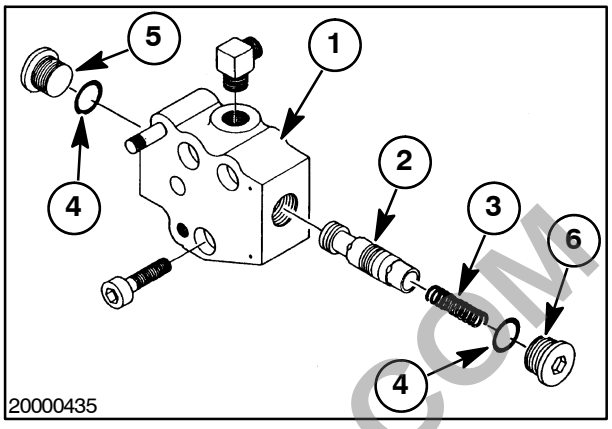


19

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The PTO system diverter valve assembly uses a diverter spool and spring to supply the PTO system with hydraulic fluid at a rate of 0.8 gpm.



11

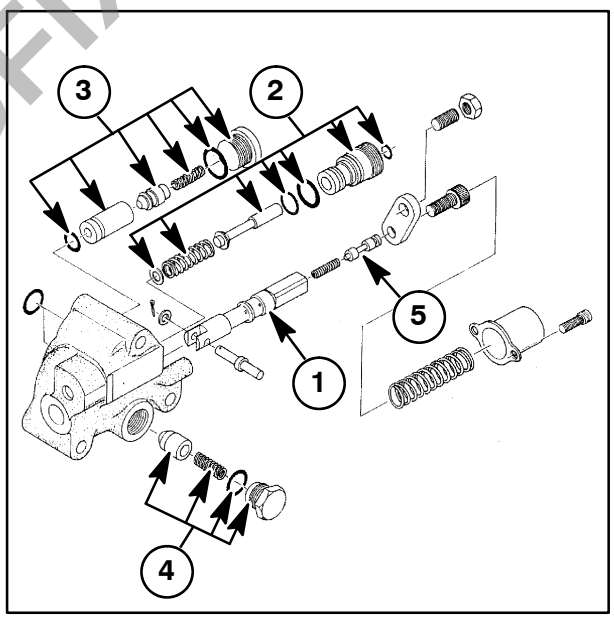
PTO Diverter Valve Parts

1. PTO Diverter Valve Body
2. Diverter Spool
3. Spring
4. O ring
5. Plug
6. Plug

Op. 35 200

CONTROL VALVE ASSEMBLY (HPL)

The control valve assembly is located inside the hydraulic lift cover and contains the control valve spool, 1, bypass spool, 5, check valve, 3, unload valve, 4, and lowering valve, 2.

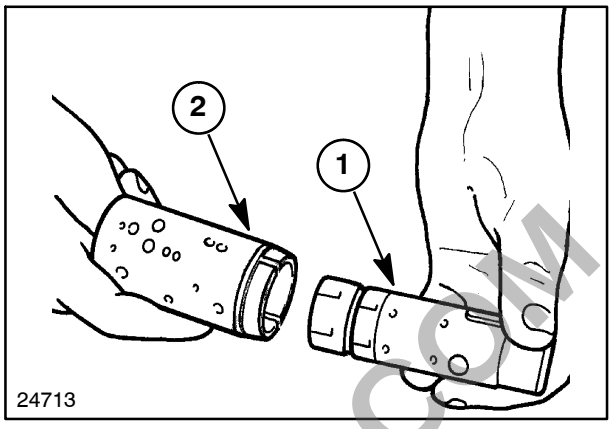


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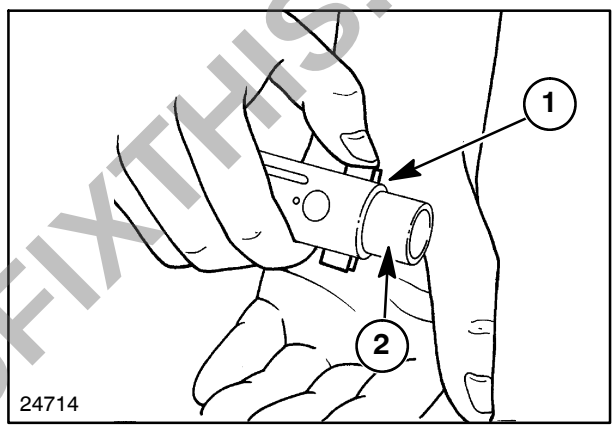
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14. Remove the rotating valve spool, 1, from the valve seat sleeve, 2.



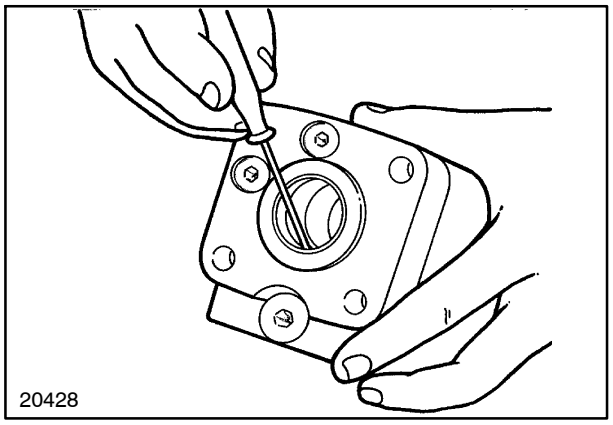
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15. Carefully remove the centering springs, 1, from the neutral position in the rotating valve spool, 2.



28

16. Remove and discard the dust seal and the VARI-SEAL seal from the control valve body.

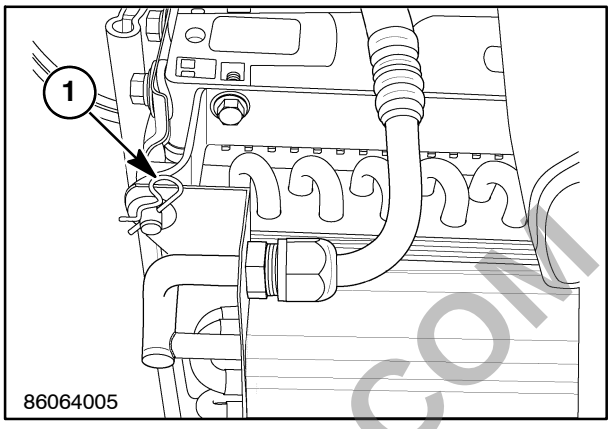


29

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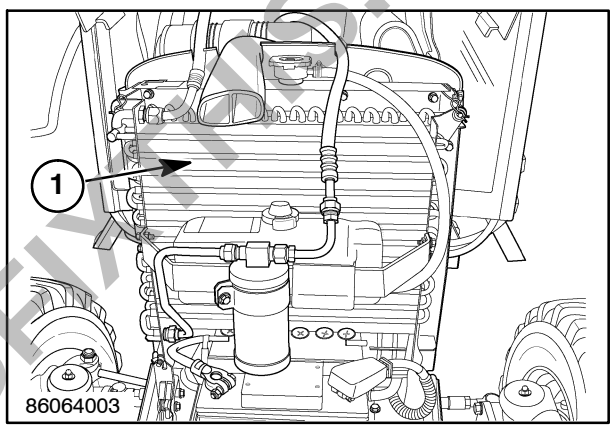
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7. Remove the upper hair pins, 1.



64

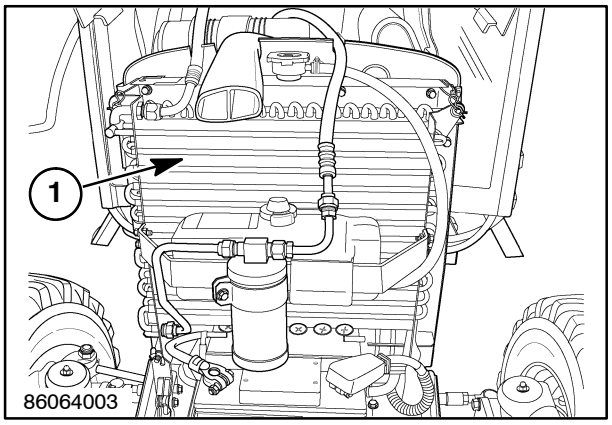
8. Remove the condenser, 1, from the mounting.
9. Replace the receiver/drier as described in this section.



65

Installation

1. Install the condenser, 1, into the mounting.



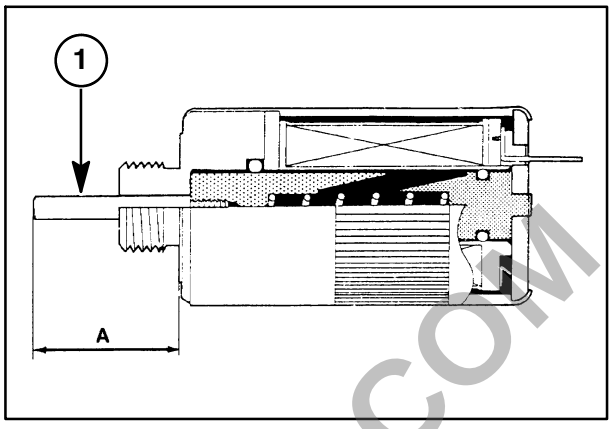
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Testing

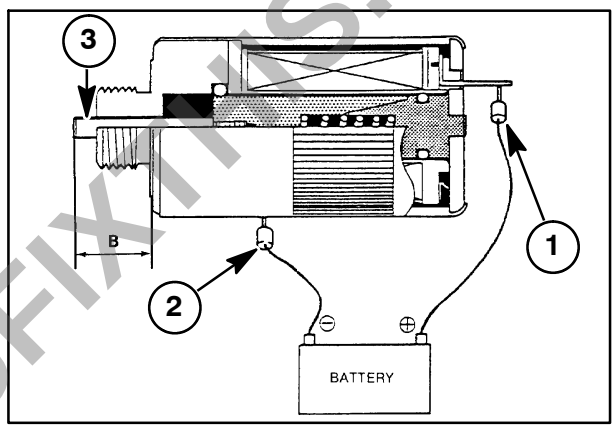
1. Using a suitable measuring device, measure the actuating pin, 1, protrusion distance, “A”, on the solenoid. The distance should measure between 25.5 - 26.4 mm (1.004 - 1.040 in.). If the distance is not within these specifications, the solenoid is defective and needs replaced.



115

NOTE: *When connecting the 12-volt power supply to the solenoid body, be sure paint is the removed from the body. Otherwise, the power will not be transferred to the solenoid.*

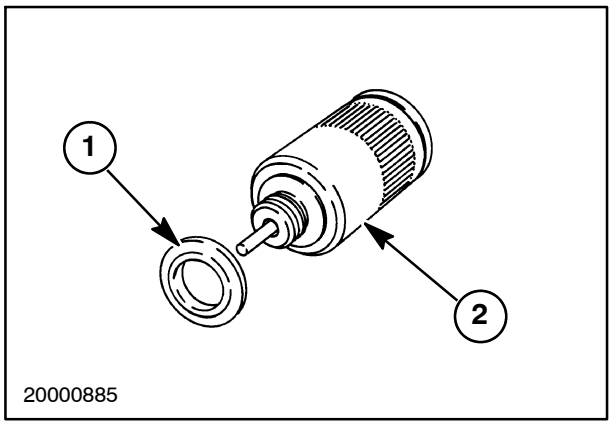
2. Use jumper wires to connect the positive (+) terminal of a 12-volt power supply to the solenoid lead, 1. Connect the negative terminal of the 12-volt power supply to the solenoid body, 2. The plunger should retract into the solenoid body.
3. Using a suitable measuring device, measure the actuating pin, 1, protrusion distance, “B” on the solenoid. The distance should measure between 11.5 -14.5 mm (0.453 - 0.571 in.). If the distance is not within these specifications or the plunger does not retract, the solenoid is defective and needs replaced.



116

Installation

1. Install a new sealing washer, 1, on the solenoid, 2.



117

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CRUISE CONTROL CIRCUIT (HST TRANSMISSION)

NOTE: *The cruise control circuit is shown with the cruise control switch in the "SET" position and the brakes not applied.*

NOTE: *The cruise control circuit can be activated with the HST linkage either in the forward or reverse position.*

1. Current starts at the battery, and flows through the positive (+) battery cable to the engine starter motor.
2. From the starter motor, current flows through the 40-amp fuse to a wire splice. The wire splice sends current into two directions:
   - To the "B" terminal of the ignition switch
3. When the ignition switch is placed in the "ACC/RUN" position current is transferred across the following ignition switch terminals:
   - "B" to "C" terminals

Terminal "C" of ignition switch

1. Current flows from the "C" terminal of the ignition switch to the fuse panel bussbar, from the bussbar current travels through the #5 7.5-amp fuse and the 8-amp circuit breaker.
2. The #5 7.5-amp fuse supplies current to terminal #8-3 of the cruise control relay.
3. The 8-amp circuit breaker provides current to terminal # 5 of the cruise control switch.

Cruise Control Switch

1. When the cruise control switch is placed in the "SET" position current is transferred from the #5 terminal to the #6 terminal.

NOTE: *The cruise control switch is a momentary type switch.*

2. Current travels from the #6 terminal of the cruise control switch to terminal # 8-1 of the cruise control latch relay also terminal #6 supplies terminal #8 of the switch for the internal light bulb of the switch.

Cruise Control Latch Relay

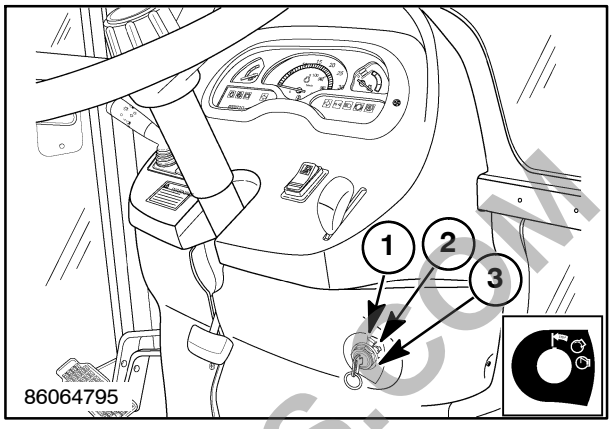
1. The ground circuit for the coil side of the relay is provided by terminal #8-2 of the relay. The ground circuit is completed when the cruise control switch is placed in the "SET" position, this latches terminal #2 and #3 of the cruise switch. Terminal #3 of the cruise switch is provided with a ground source when the cruise brake switch is in the closed position (brake not applied) connecting terminals "A" and "D" of the brake switch. The ground source is proved by the chassis ground located on the left side of the HPL housing.
2. When terminal #8-1 is provide with current and terminal 8-2 is has a ground source, the relay is energized, latching terminals #8-3 and #8-5 of the relay.
3. Terminal #8-5 of the relay provides current to:
   - Cruise control diode
   - Cruise control magnet
4. The Cruise control diode creates a "loop" circuit for the cruise relay, current is sent through the diode to terminal # 8-1 of the relay, allowing the relay to stay energized and latched.

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KEY SWITCH

The key switch is located on the right side of the operator's console. The key switch has three key-operated positions, which are: STOP, 1, HEAT/ACCESSORY/RUN, 2, and START, 3. Turning the key clockwise from the stop position will align the electrical contacts within the key switch. With the contacts aligned, the circuit is closed and the battery current will flow through the circuit.



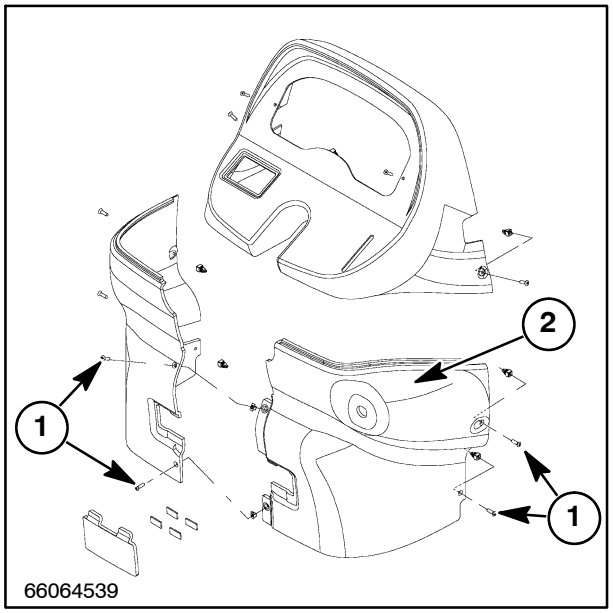
14

In the STOP position, 1, there is no battery power supplied to electrical circuits and the key may be removed from the switch to prevent unauthorized use of the tractor. The STOP position, 1, also stops the tractor engine, when running. When the key is in the HEAT/ACC/RUN position, 2, battery current flows to the engine glow plugs to aid in starting the engine when the engine is cold. The HEAT/ACC/RUN position, 2, also allows current to flow from the battery to the tractor accessories without the engine running. The switch will also be in this position while the tractor is running. When the key is in the START position, 3, power is supplied to the starter motor to crank and start the engine. The key switch is spring loaded and will return from the START position, 3 to the HEAT/ACC/RUN position, 2.

The key switch is not serviceable and must be replaced if troubleshooting determines the switch is defective.

Removal

1. Disconnect the negative (-) battery cable from the negative (-) battery terminal.
2. Remove the two side and middle retaining screws, 1, from the side panel, 2, and remove the right side panel from the tractor.
3. Unplug the connector from the key switch.
4. Remove the retaining nut from the switch and remove switch from the panel.



15

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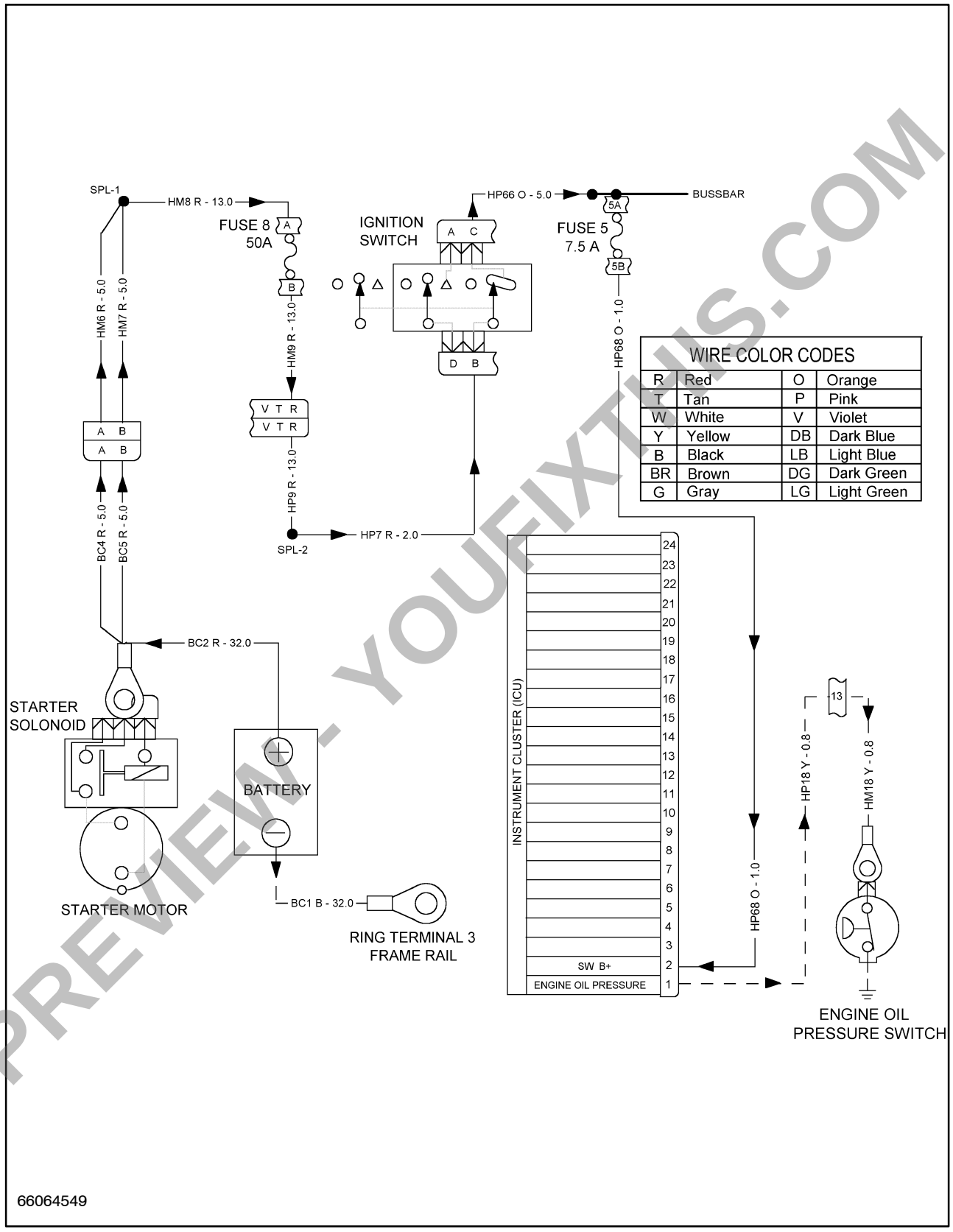
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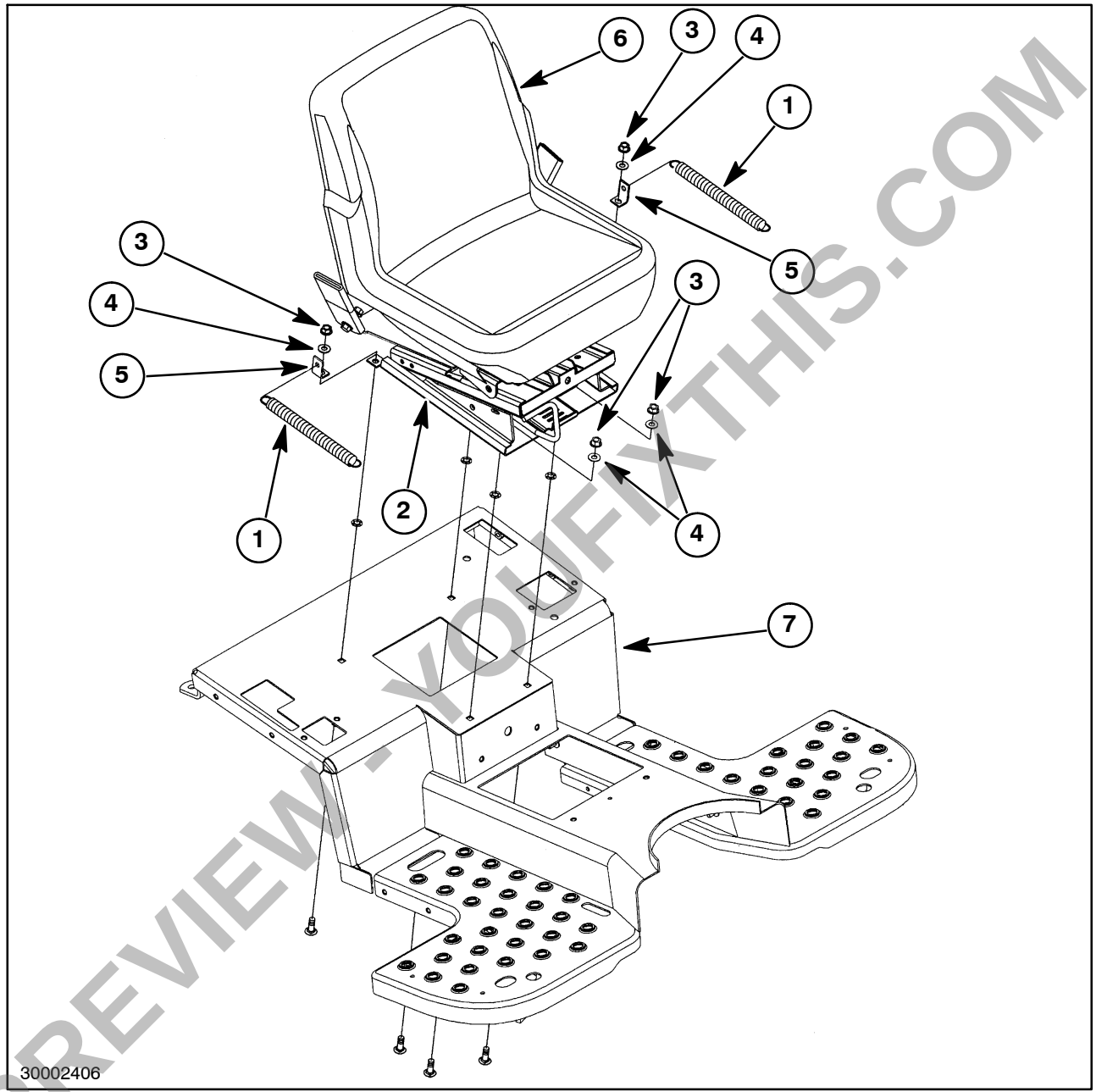
ENGINE LOW OIL PRESSURE INDICATOR LIGHT CIRCUIT



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2. Remove the two springs, 1, from the seat base, 2.
3. Loosen and remove the four nuts, 3, and the four washers, 4.
4. Remove the spring brackets, 5.
5. Lift and remove the seat, 6, and the seat base, 2, from the platform, 7.



26

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