
DX29, DX33 REPAIR MANUAL COMPLETE CONTENTS

PIN #HBA010001 AND ABOVE

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The following pages are the collation of the contents pages from each section and chapter of the DX29 and DX33 Repair manual. Complete Repair part # 87059223.

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 DX29 and DX33 Tractors PIN #HBA010001 and Above.

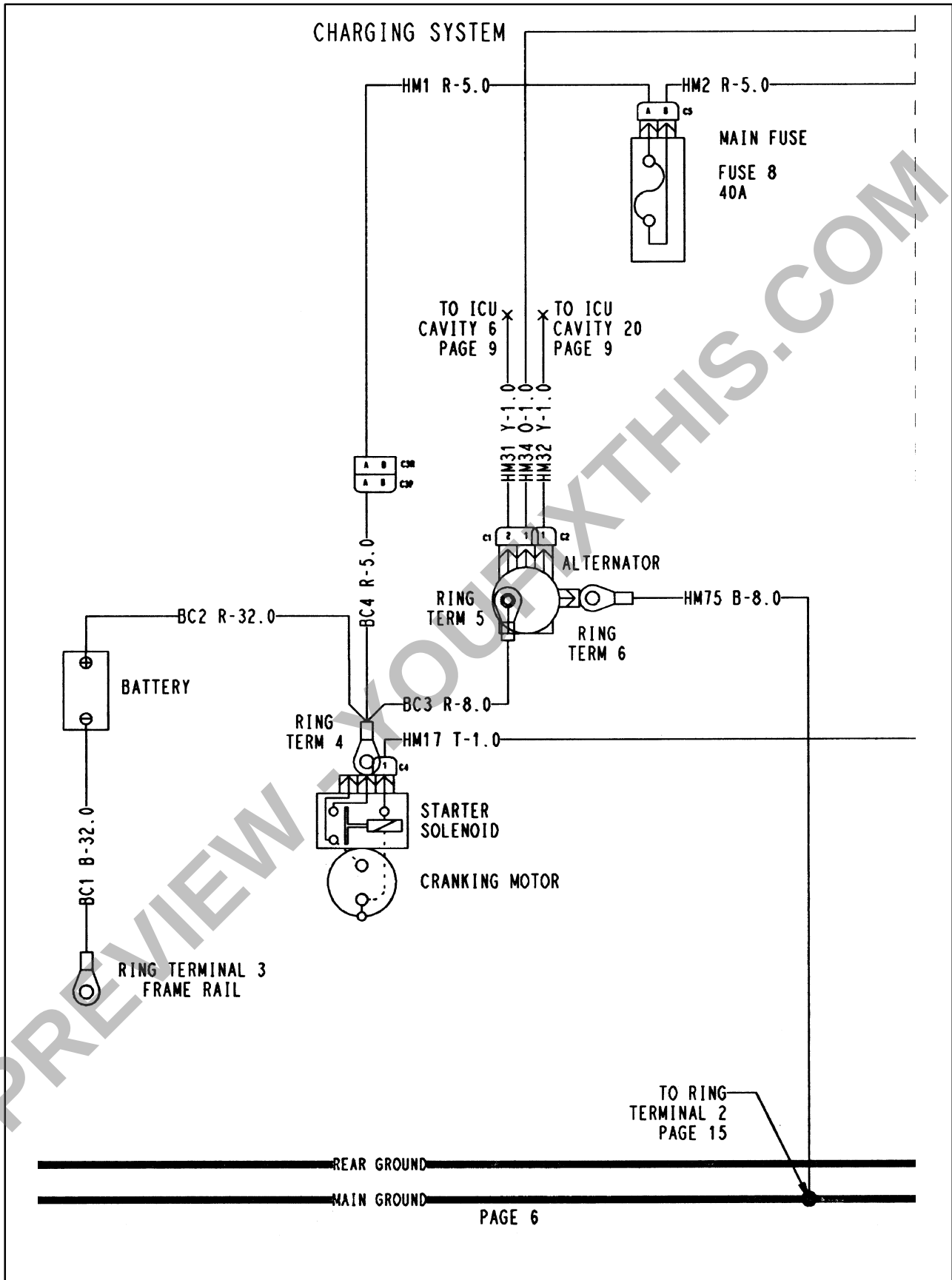
SECTION 00 - GENERAL INFORMATION

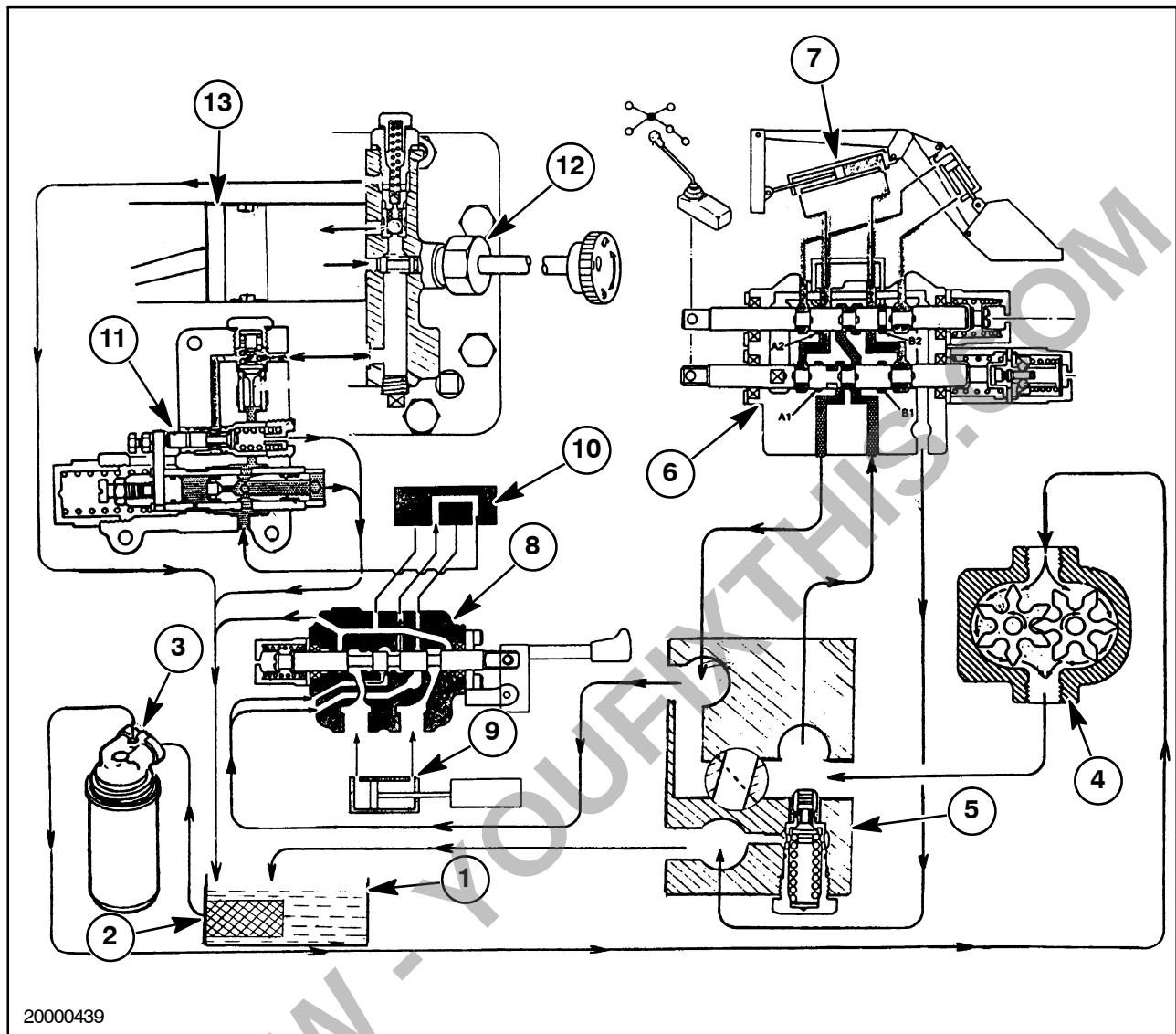
BOOK 1 - 87059224

Chapter 1 - General Information

CONTENTS

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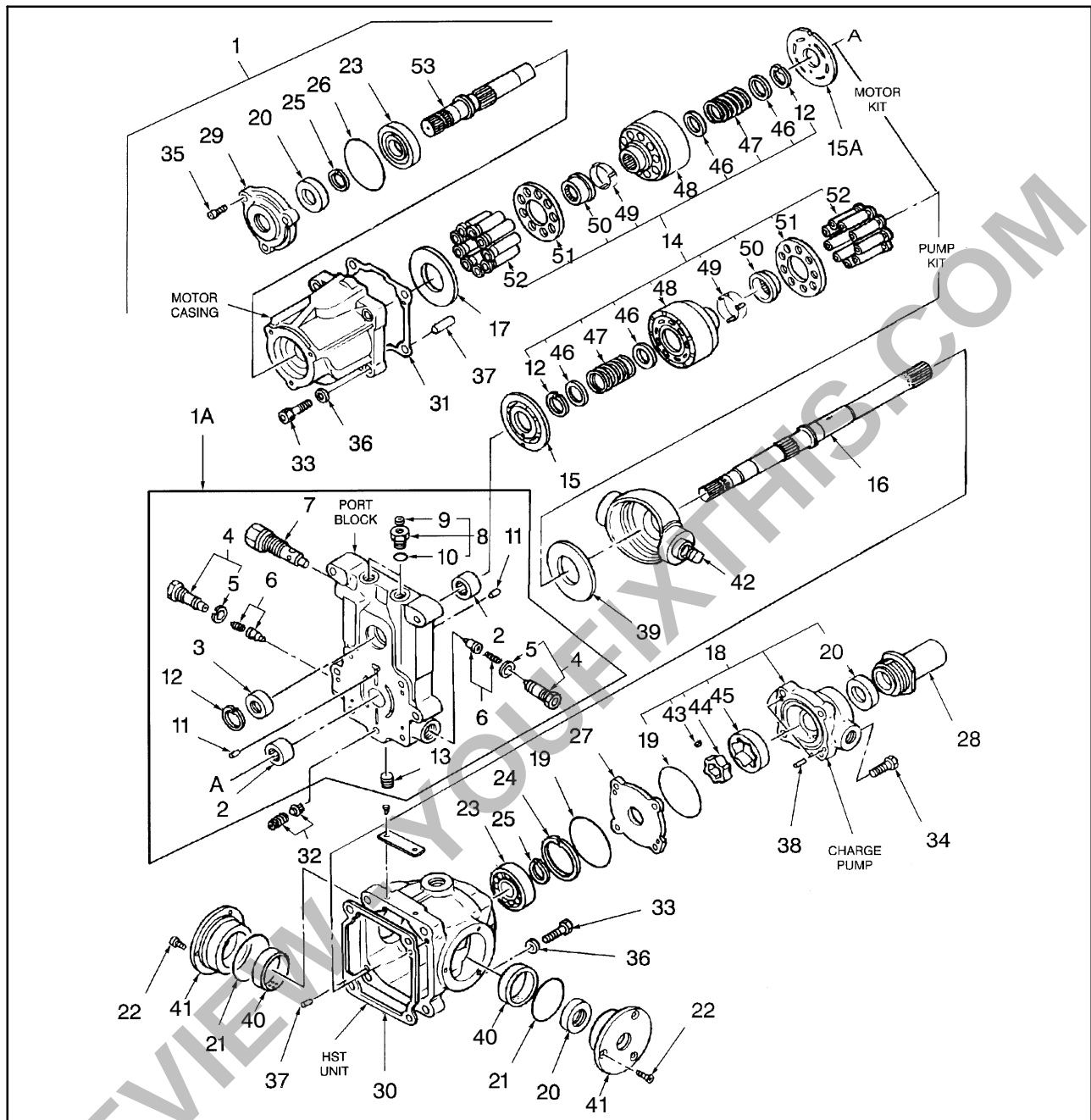
Hydraulic Flow Diagram/Component Description

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

FLUID FLOW

Flow Priority

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



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HST Components

- | | | | |
|---------------------------|-------------------------------|------------------------------|---------------------------------|
| 1. HST Assembly | 14. Rotating Pump/Motor Group | 27. Plate | 41. Swash Plate Cover |
| 1A. Block Kit | 15. Valve Plate (Pump) | 28. Holder | 42. Swash Plate |
| 2. Needle Bearing | 15A. Valve Plate (Motor) | 29. Cover (Motor) | 43. Key |
| 3. Oil Seal | 16. Input Shaft (PTO) | 30. Gasket (Pump) | 44. Inner Rotor |
| 4. Neutral Valve Assembly | 17. Thrust Plate (Motor) | 31. Gasket (Motor) | 45. Outer Rotor |
| 5. Seal | 18. Charge Pump Kit | 32. Charge Relief Valve | 46. Washer |
| 6. Feed (Check) Valve Kit | 19. O Ring | 33. Allen Head Bolt M10 x 35 | 47. Spring |
| 7. Relief Valve Assembly | 20. Oil Seal | 34. Allen Head Bolt M8 x 35 | 48. Cylinder Block |
| 8. Plug Assembly | 21. O Ring | 35. M6 x 20 Bolt | 49. Pins |
| 9. Gasket | 22. Screw | 36. Washer | 50. Retainer Holder |
| 10. O Ring | 23. Ball Bearing | 37. Dowel Pin | 51. Piston Retainer |
| 11. Pin | 24. Snap Ring | 38. Dowel Pin | 52. Pistons |
| 12. Snap Ring | 25. Snap Ring | 39. Thrust Plate (Pump) | 53. Output Shaft (Transmission) |
| 13. 1/8 Pipe Thread Plug | 26. O Ring | 40. Bushing | |

MINIMUM HARDWARE TIGHTENING TORQUES

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

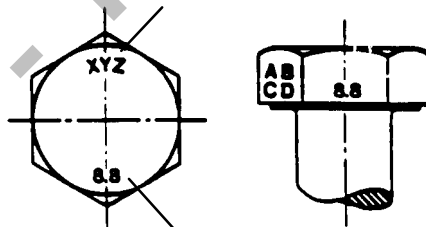
METRIC HARDWARE AND LOCKNUTS

NOMINAL SIZE	CLASS 5.8		CLASS 8.8		CLASS 10.9		LOCKNUT CL.8 W/CL8.8 BOLT
	UNPLATED	PLATED W/ZnCr	UNPLATED	PLATED W/ZnCr	UNPLATED	PLATED W/ZnCr	
M4	15* (1.7)	19* (2.2)	23* (2.6)	30* (3.4)	33* (3.7)	42* (4.8)	16* (1.8)
M6	51* (5.8)	67* (7.6)	79* (8.9)	102* (12)	115* (13)	150* (17)	56* (6.3)
M8	124* (14)	159* (18)	195* (22)	248* (28)	274* (31)	354* (40)	133* (15)
M10	21 (28)	27 (36)	32 (43)	41 (56)	45 (61)	58 (79)	22 (30)
M12	36 (49)	46 (63)	55 (75)	72 (97)	79 (107)	102 (138)	39 (53)
M16	89 (121)	117 (158)	137 (186)	177 (240)	196 (266)	254 (344)	97 (131)
M20	175 (237)	226 (307)	277 (375)	358 (485)	383 (519)	495 (671)	195 (265)
M24	303 (411)	392 (531)	478 (648)	619 (839)	662 (897)	855 (1160)	338 (458)

NOTE: Torque values shown with * are inch pounds.

IDENTIFICATION HEX CAP SCREW AND CARRIAGE BOLTS CLASSES 5.6 AND UP

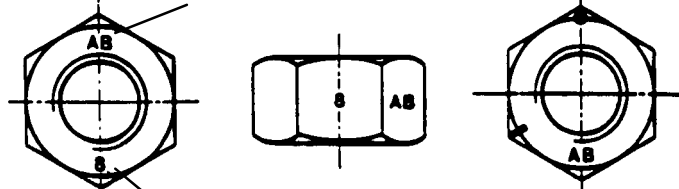
MANUFACTURER'S IDENTIFICATION



PROPERTY CLASS

HEX NUTS AND LOCKNUTS CLASSES 05 AND UP

MANUFACTURER'S IDENTIFICATION



PROPERTY CLASS

CLOCK MARKING

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 and 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

SPECIFICATIONS

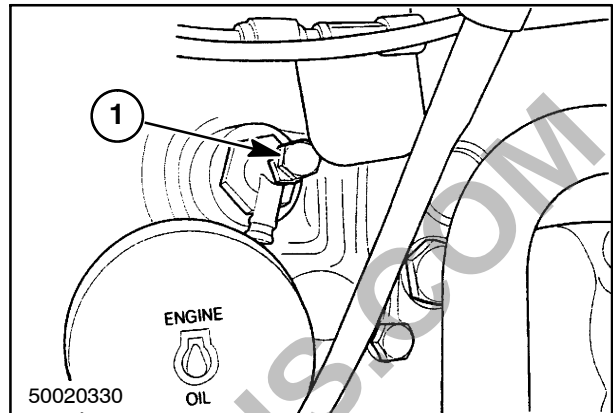
	Model DX29— Hydrostatic/Gear	Model DX33— Hydrostatic/Gear
ENGINE		
Type	Diesel	Diesel
Engine Gross Horsepower	21.6 kw (29)	24.6 kw (33)
Cylinders	3	3
Bore	84 mm (3.31")	84 mm (3.31")
Stroke	80 mm (3.15")	90 mm (3.54")
Displacement	1.33 L (81.2 cu. in.)	1.50 L (91.3 cu. in.)
Compression Ratio	22.7:1	22.2:1
Firing Order	1-2-3	1-2-3
Low Idle Speed	1000 rpm	1000 rpm
Maximum Speed:		
High Idle	3040 rpm	3040 rpm
Rated	2800 rpm	2800 rpm
Valve Clearance (Cold):		
Intake	0.20 mm (0.008")	0.20 mm (0.008")
Exhaust	0.20 mm (0.008")	0.20 mm (0.008")
CAPACITIES		
Fuel Tank	27.6 liters/ 7.3 U.S. gals.	27.6 liters/ 7.3 U.S. gals.
Cooling System	4.0 liters/ 4.2 U.S. qts.	4.0 liters/ 4.2 U.S. qts.
Engine Crankcase:		
With Filter	4.0 liters/ 4.2 U.S. qts.	4.0 liters/ 4.2 U.S. qts.
Rear Axle & Transmission (Includes Hydraulics)		
Gear	32.5 liters/ 8.6 U.S. gals.	32.5 liters/ 8.6 U.S. gals.
HST	33.3 liters/ 8.8 U.S. gals.	33.3 liters/ 8.8 U.S. gals.
Power Steering	1.6 liters/ 1.7 U.S. qts.	1.6 liters/ 1.7 U.S. qts.
Front Axle Final Reduction	0.8 liters/ 0.85 U.S. qts.	0.8 liters/ 0.85 U.S. qts.
Differential Gear Case	1.4 liters/ 1.5 U.S. qts.	1.4 liters/ 1.5 U.S. qts.

OVERHAUL

ENGINE

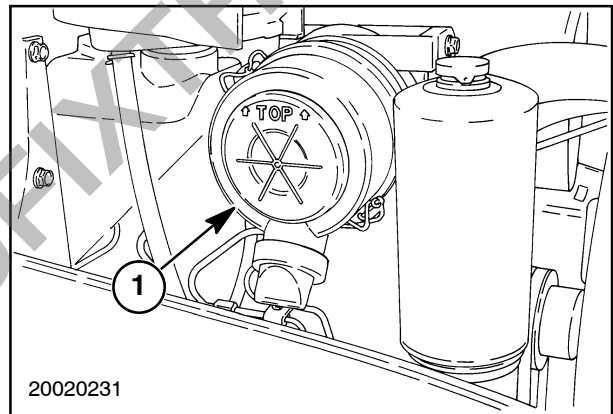
Preparation

1. Turn coolant tap bolt, 1, counterclockwise to drain fluid. Remove the radiator assembly. See "Radiator Removal", discussed later in this section.



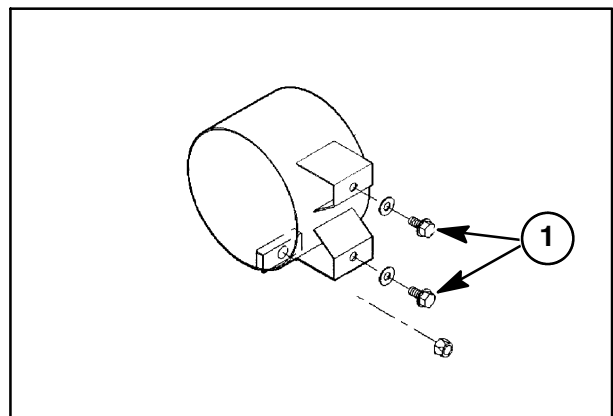
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2. Remove the air cleaner assembly, 1, along with the air cleaner hoses.



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3. Remove bolts, 1, for final removal of air cleaner assembly.



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PRECAUTIONARY STATEMENTS

PERSONAL SAFETY

Throughout this manual and on machine decals, you will find precautionary statements (“**DANGER**”, “**WARNING**”, and “**CAUTION**”) 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.



DANGER



This word “**DANGER**” indicates an immediate hazardous situation that, if not avoided, will result in death or serious injury. The color associated with Danger is RED.



WARNING



This word “**WARNING**” indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury. The color associated with Warning is ORANGE.



CAUTION



This word “**CAUTION**” indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices. The color associated with Caution is YELLOW.

FAILURE TO FOLLOW THE “**DANGER**”, “**WARNING**”, AND “**CAUTION**” 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.

INFORMATION

NOTE: Instructions used to identify and present supplementary information.

SECTION 10 - ENGINE

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Chapter 1 - Engine Systems (Continued)

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	Oil Suction Pipe and Strainer	32
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	Connecting Rods, Bearings, Pistons and Rings	32
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10 103	Flywheel	33
	Removal	33
	Backplate and Oil Seal	33
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10 101	Cylinder Head	34
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	Rocker Arms	38
	Inspection and Replacement	38
	Push Rods	39
	Inspection and Replacement	39
	Cylinder Head	40
	Assembly	40

INTERNATIONAL SYMBOLS

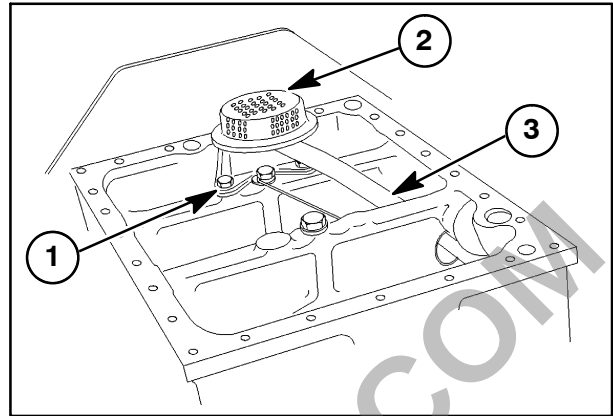
As a guide to the operation of your tractor, various universal symbols have been utilized on the instruments, controls, switches, and fuse box. The symbols are shown below with an indication of their meaning.

	Thermostart starting aid		Radio		P.T.O.		Position Control
	Alternator charge		Keep alive memory		Transmission in neutral		Draft Control
	Fuel level		Turn signals		Creeper gears		Accessory socket
	Automatic Fuel shut-off		Turn signals -one trailer		Slow or low setting		Implement socket
	Engine speed (rev/min x 100)		Turn signals -two trailers		Fast or high setting		%age slip
	Hours recorded		Front wind-screen wash/wipe		Ground speed		Hitch raise (rear)
	Engine oil pressure		Rear wind-screen wash/wipe		Differential lock		Hitch lower (rear)
	Engine coolant temperature		Heater temperature control		Rear axle oil temperature		Hitch height limit (rear)
	Coolant level		Heater fan		Transmission oil pressure		Hitch height limit (front)
	Tractor lights		Air conditioner		FWD engaged		Hitch disabled
	Headlamp main beam		Air filter blocked		FWD disengaged		Hydraulic and transmission filters
	Headlamp dipped beam		Parking brake		Warning!		Remote valve extend
	Work lamps		Brake fluid level		Hazard warning lights		Remote valve retract
	Stop lamps		Trailer brake		Variable control		Remote valve float
	Horn		Roof beacon		Pressurized! Open carefully		Malfunction! See Operator's Manual
			Warning! Corrosive substance				Malfunction! (alternative symbol) See Operator's Manual

OIL SUCTION PIPE AND STRAINER

Removal

1. Remove the two retaining bolts, 1.
2. Remove the oil strainer, 2, and rotate the oil suction pipe, 3, out of its bore. Remove from the front side of the block.

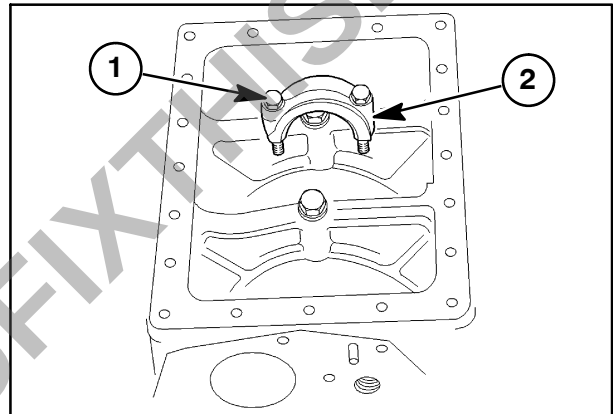


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CONNECTING RODS, BEARINGS, PISTONS AND RINGS

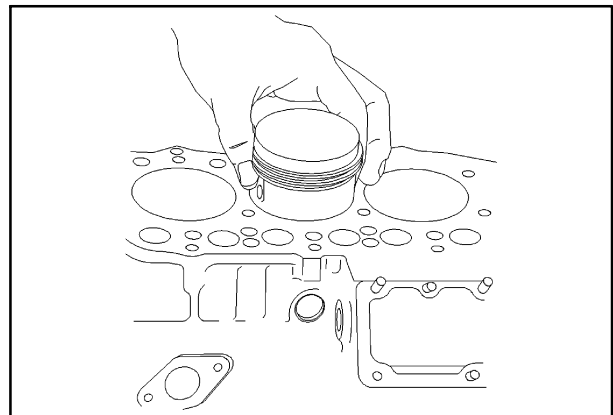
Removal

1. Remove the two bolts, 1, retaining the connecting rod caps, 2.
2. Remove the connecting rod caps and lower half of connecting rod bearing.
3. If necessary, remove any ridge from the top of the cylinder bores using a suitable ridge reamer.



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4. Push the piston and connecting rod out of the cylinder block.
5. Replace the connecting rod cap to the piston assembly it was removed from. Keep together in cylinder sequence.

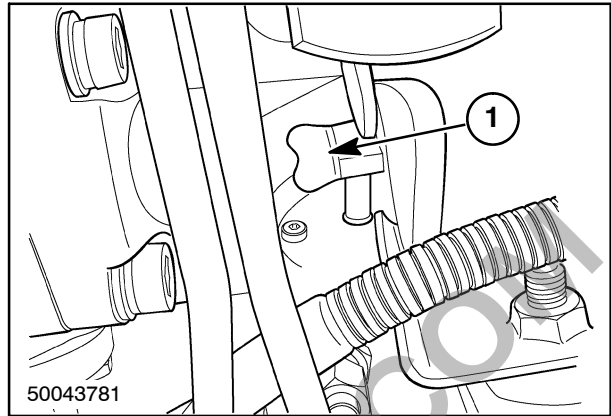


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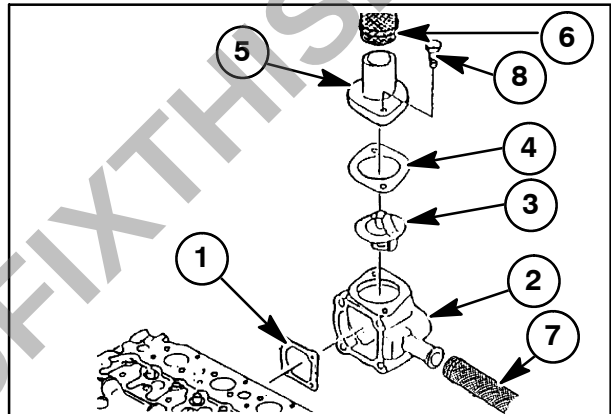
THERMOSTAT**Removal**

1. Remove the radiator cap.
2. Open the radiator drain tap, 1, and collect the coolant in a clean container.



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3. Remove the radiator hose, 6, and bypass hose, 7, from the thermostat housing, 2.
4. Remove the retaining bolts, 8, and remove the thermostat cover, 5, gasket, 4, thermostat, 3, and gasket, 1.



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SPECIAL TOOLS

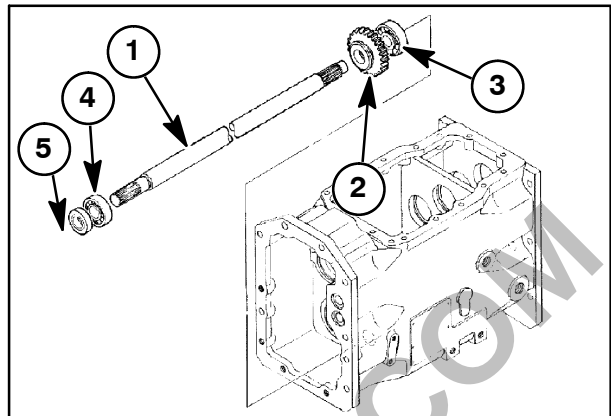
	CIH Tool #	N.H. Tool #
Gauge—Lever height adjustment single clutch DX29	CAS2795	FNH 01300
Gauge—Lever height adjustment double clutch	CAS2773	FNH 01267
Alignment arbor—DX29 single clutch	CAS2774	FNH 00091
Alignment arbor—DX33 single clutch	CAS2792	FNH 01260
Alignment arbor—DX29-DX33 double clutch	CAS2772	FNH 00077

FWD DRIVESHAFT AND GEAR

Removal

1. Gently drive the driveshaft, 1, towards the front of the case while supporting the sliding gear (22T), 2. Remove the shaft, gear and rear bearing, 3, from the case.
2. Remove the front bearing, 4, from the FWD shaft.
3. Remove and discard the seal, 5, from the clutch housing.

NOTE: Front bearing, 4, may remain in clutch housing when transmission is separated.



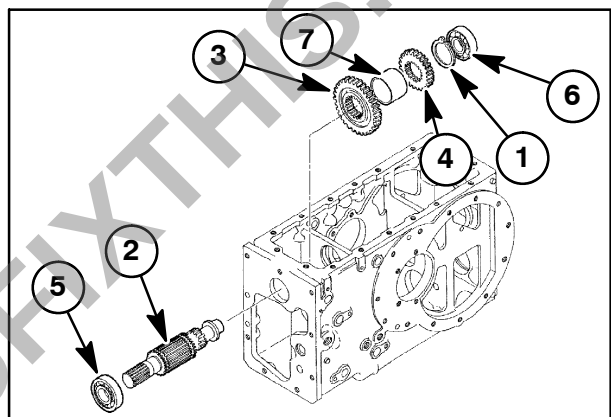
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REAR MAIN SHAFT AND GEARS

Removal

1. Remove the snap ring, 1, from it's shaft groove and slide it to the rear of the shaft, 2.
2. While sliding the gears, 3 and 4, rearward on the shaft, gently drive the shaft forward, removing it from the case.
3. Remove bearings, 5 and 6, from the shaft.
4. Remove snap ring, 1, high gear (36T), 3, mid range gear (24T), 4, and collar, 7, from the main shat, 2.

NOTE: The low range gear (11T) is part of the main shaft.



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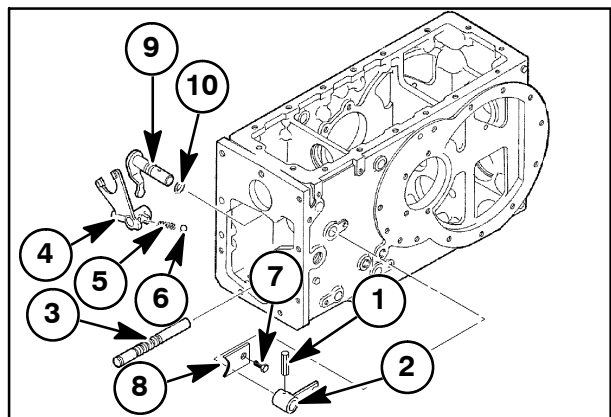
RANGE GEAR SHIFT RAIL, ARM AND FORK

Removal

NOTE: To remove shifter arm, 9, the drive pinion shaft must first be removed. See "Drive Pinion Removal" in Section 27-Differential.

1. Drive the roll pin, 1, from the change lever, 2. Remove the change lever.
2. Pull the shift rail, 3, forward and remove from the front of the case.

NOTE: Use care not to lose the detent ball and spring when the shift rail is separated from the shift fork.



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3. Remove the shift fork, 4, detent spring, 5, and detent ball, 6.
4. Remove bolt, 7, and retaining plate, 8.
5. Remove the shift arm, 9, and O ring, 10.

DRIVE PINION AND GEARS

Removal

See "Section 27 - Differential" for Removal and disassembly procedures.

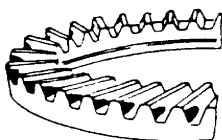
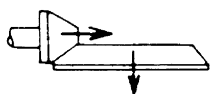
SPECIFICATIONS

DIFFERENTIAL

Differential Gear Thrust Washer Thickness Allowable Limit	1.2 mm (0.047 in.) 0.9 mm (0.035 in.)
Differential Drive Pinion to Ring Gear Backlash Normal Allowable Limit	0.1 - 0.3 mm (0.004 - 0.012 in.) 0.5 mm (0.02 in.)

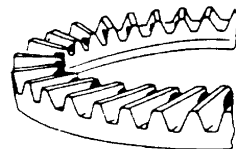
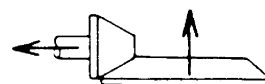
RING GEAR AND PINION GEAR PATTERN SPECIFICATION AND ADJUSTMENT

HEEL CONTACT:



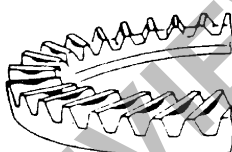
Select the shims so that the drive pinion is out nearer to the ring gear.

TOE CONTACT:

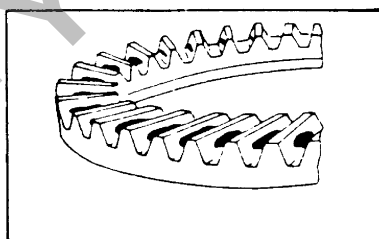


Select the shims so that the ring gear is put farther from the drive pinion.

FACE CONTACT:

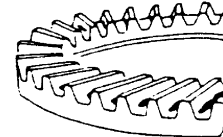
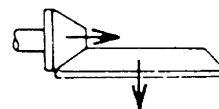


Select the shims so that the ring gear is put nearer to the drive pinion.



Correct pinion gear to ring gear tooth contact.

FLANK CONTACT:



Select the shims so that the drive pinion is put farther from the ring gear.

Precautions Before HST Disassembly

1. Be sure to thoroughly clean the tractor to remove all dirt and foreign particles from the unit.
2. Plug or cap all hydraulic lines and openings to prevent foreign particles from entering the system.
3. Drain the fluid from the HST unit.
4. Maintain a clean work area so as to not contaminate or damage any of the precision surfaces of the HST components.
5. Handle the HST components with care so as to not scratch or otherwise cause damage to the parts.

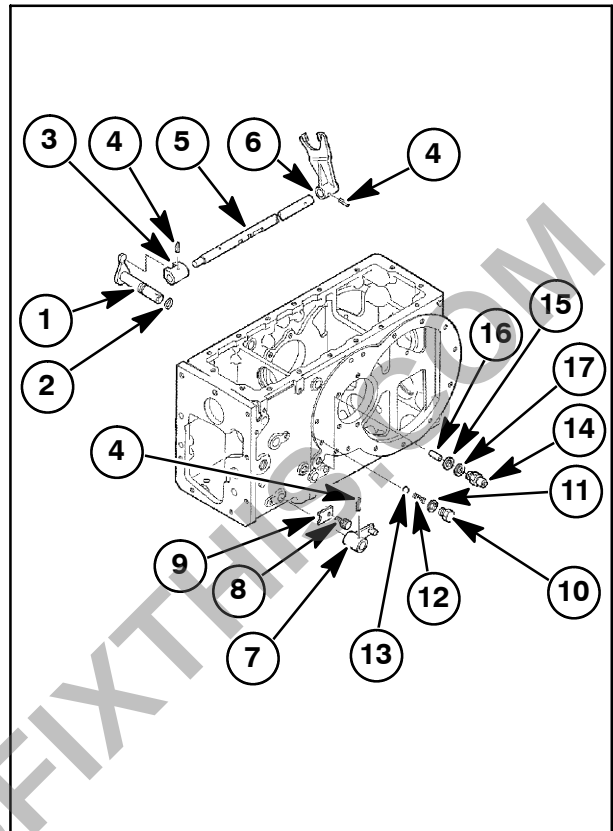
3. Drive the roll pin, 4, out of the change lever, 7, and remove the lever.
4. Remove retaining plate, 9, and remove the shift arm, 1.

NOTE: Must remove mid-PTO countershaft to remove PTO shift arm, 1.

5. Remove rear PTO safety switch, 14, washer, 15, pin, 16, and shims, 17.
6. Remove the bolt, 10, and remove the detent spring, 12, detent ball, 13, and seal washer, 11.

NOTE: Use care to not lose the detent spring as it will be expelled with considerable force when the bolt is removed.

7. Drive out the roll pin, 4, and remove boss, 3, from the shifter rod, 5.
8. Drive the roll pin, 4, out of the shifter fork, 6, and remove the shifter fork.
9. Slide the shift rail, 5, out the front of the case.



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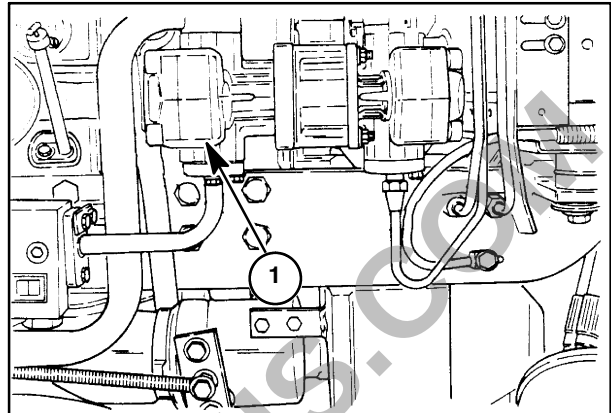
1. Shift Arm
2. O ring
3. Shifter Boss
4. Roll Pin
5. Shifter Rod
6. Shifter Fork
7. Change Lever
8. Bolt
9. Plate
10. Bolt
11. Seal Washer
12. Detent Spring
13. Detent Ball
14. PTO Safety Switch
15. Seal Washer
16. Pin
17. Shim—0.008"
0.02"

DESCRIPTION OF OPERATION - HYDRAULIC PUMP AND FILTER

Op. 35 304

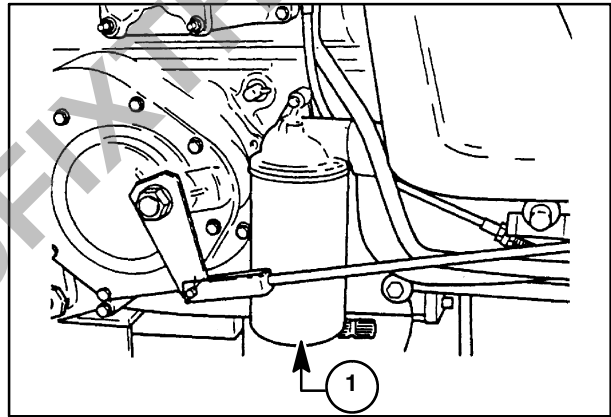
The hydraulic pump, 1, is mounted on the right side of the engine and is driven by the engine oil pump gear mounted on the front of the engine block.

The hydraulic pump is a gear-type pump and, with the exception of replacing the seals, is not serviceable.



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A suction-type filter, 1, is located in the inlet line on the right-hand side of the rear axle center housing. The filter is serviced by replacing the complete canister assembly. The filter should be replaced after 300 hours of use.



55

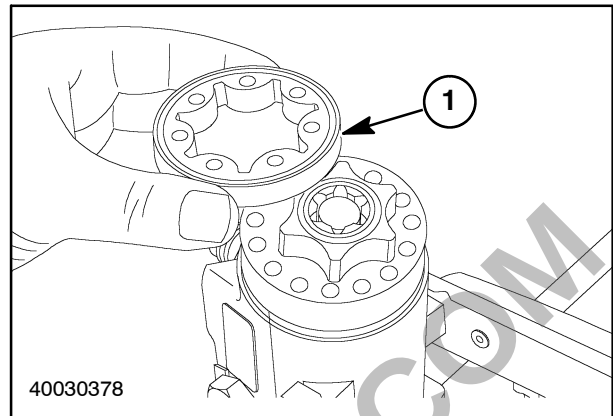
OVERHAUL - HYDRAULIC PUMP

HYDRAULIC PUMP

The only parts serviced on the hydraulic pump are the shaft seal and internal O rings. If troubleshooting indicates a faulty pump, replace the pump with a new assembly.

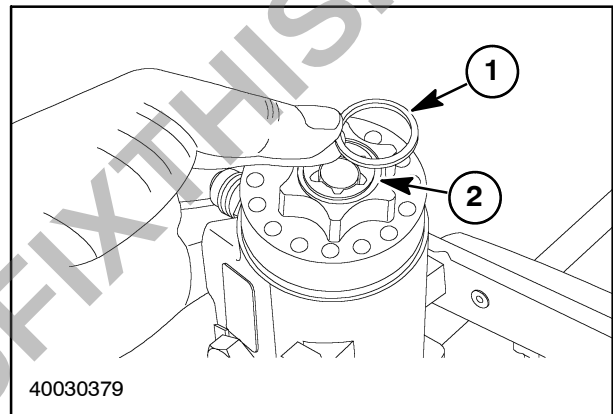
Pump Flow	LPM (GPM)
DX29, DX33	29 (7.6)

9. Remove the gerotor ring, 1.



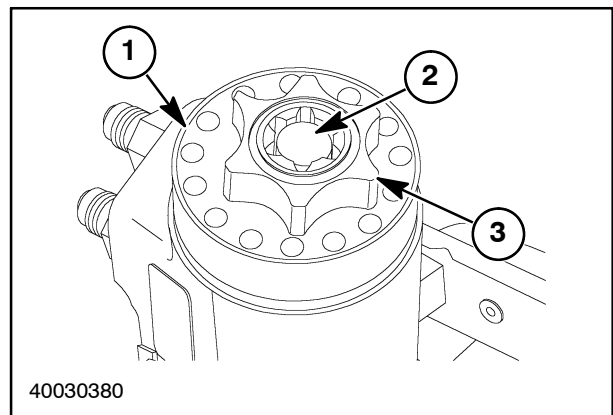
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10. Remove the seal ring, 1, and O ring, 2.



17

11. Remove the O ring, 1, spacer, 2, and rotor, 3.



18

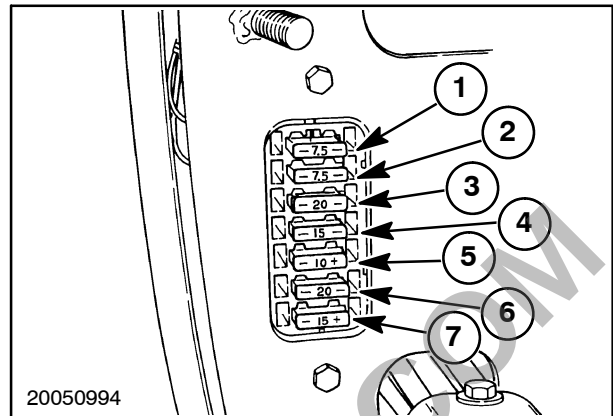
FUSE BLOCK

Description

The fuse block is located on the right-hand side of the engine compartment fire wall. Always replace blown fuses with the size specified for that circuit.

From top to bottom as viewed from the front of the tractor, the fuse block contains the following fuses:

Fuse #	Fuse Size	Circuit Protected
1	7.5 amp	PTO Safety Start Circuit, Instrument Panel Indicator Lights and Gauges
2	7.5 amp	Alternator, Safety Start Circuit
3	20 amp	Turn Signals, Front Road Lights, Taillights, Instrument Panel Illumination
4	15 amp	Cruise Control (HST) Auxiliary Work Light
5	10 amp	Fuel Shutoff Solenoid
6	20 amp	Auxiliary Work Lights, Auxiliary Power Socket
7	15 amp	Hazard Lights, Work Lights

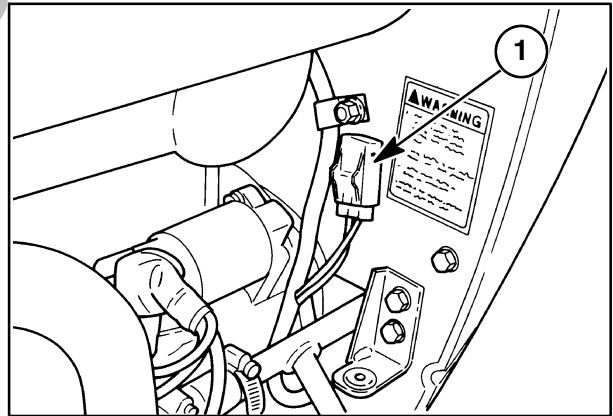


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MAIN FUSE

Description

The main fuse is a 40 amp fuse, 1, wire tied to the main harness in the area of the engine starter. This fuse protects the tractor's entire electrical system.



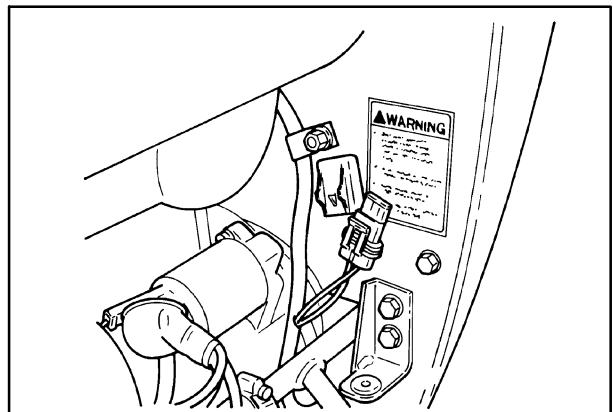
11

Replacing the Main Fuse

To replace the main fuse:

1. Unplug the connector to expose the fuse.
2. Remove the old fuse from the fuse holder and replace.

IMPORTANT: Always replace this fuse with a similar 40 amp fuse; DO NOT increase amperage rating.



12

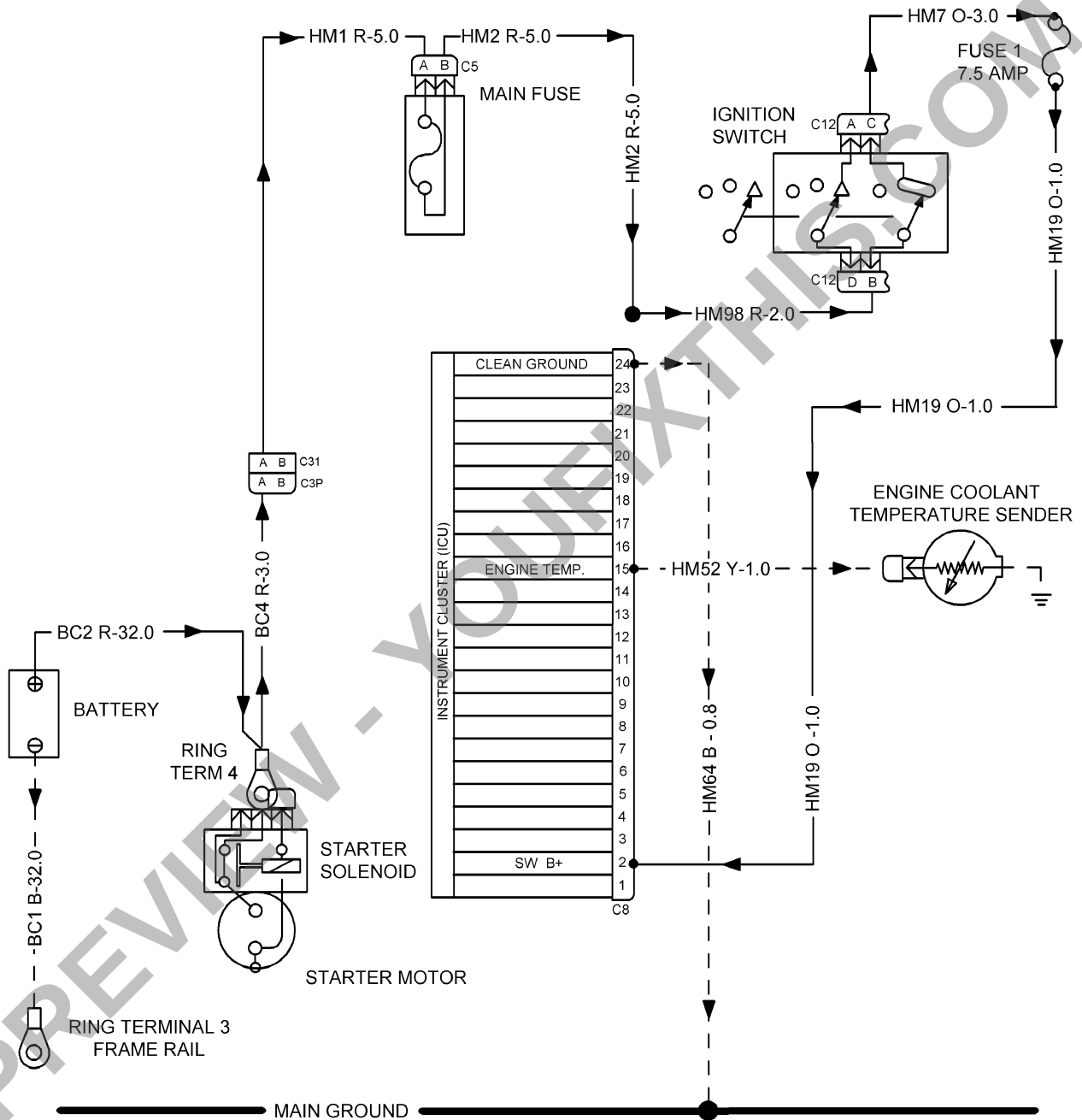
TABLE OF CONNECTOR LOCATIONS

REF. DES.	PAGE LOCATION	HARNESS USED ON	REF. DES.	PAGE LOCATION	HARNESS USED ON
C1	6	MAIN	C26	9	REAR
C2	6	MAIN	C27	9	REAR
C3P	6	BATTERY	C28	14	REAR
C3R	6	MAIN	C29	14	REAR
C4	6	MAIN	C30	13	REAR
C5	6	MAIN	C31	13	REAR
C6P	11	MAIN	C32	11	REAR
C6R	11	HOOD	C33	8	REAR
C7R	8,13,14	REAR	C34	8	REAR
C7P	8,13,14	MAIN	C35	8	REAR
C8	9	MAIN	C36	11	HOOD
C9	9	MAIN	C37	11	HOOD
C10	11	MAIN	C38	11	HOOD
C11P	14	MAIN	C39	11	HOOD
C11R	14	CRUISE	C40	8	REAR
C12	7	MAIN	C41	14	CRUISE
C13	14	CRUISE	C42	11	MAIN
C14	14	CRUISE	C43	7	MAIN
C15	12	MAIN	C44	7	MAIN
C16	12	MAIN	C45	7	MAIN
C17	7	MAIN	C46	14	CRUISE
C18	12	MAIN	C47	9	MAIN
C19	14	MAIN	C48	10	MAIN
C20	8	MAIN	C49	8	MAIN
C21	12	MAIN	C50R	8	REAR
C23	8	REAR	C50P	8	MAIN
C22	11	REAR	C51	12	MAIN
C24	8	REAR	C52	7,8,11,12	MAIN
C25	10	MAIN	C54	13	MAIN

TABLE OF FUSES

FUSE ID	PAGE LOCATION	CIRCUIT IDENTIFICATION
1	7	IP/PTO
2	8	OPERATOR PRESENCE SYSTEM
3	11	MAIN LIGHTS/TURN SIGNALS
4	11	AUX WORK LAMP/CRUISE CONTROL
5	8	FUEL SOLENOID
6	12	AUX POWER/WORK LTS
7	12	HAZARD LIGHTS
8	6	MAIN FUSE

ENGINE COOLANT TEMPERATURE CIRCUIT



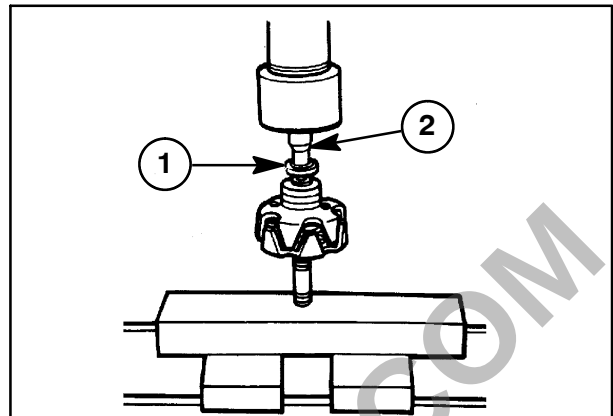
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Assembly (See Figure 24)

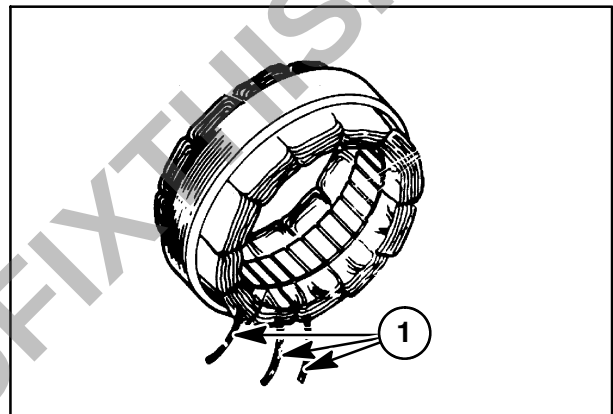
Assembly of the alternator generally follows the disassembly procedure in reverse with the exception of the following:

1. If the rotor shaft bearings were removed, install the bearings, 1, using a suitable driver, 2, that contacts the bearing inner race only.
2. Solder the stator wire leads, 1, to the rectifier observing the following requirements:
 - a. Clean the stator wire leads and rectifier terminals.
 - b. Form a firm wire connection between the wire and the terminals.
 - c. Preheat the soldering iron and solder the wires using a resin core solder. Hold the rectifier terminal with a needle nose plier just below the joint while soldering. The plier will absorb the heat from the soldering operation and protects the rectifier.
 - d. After soldering, quickly cool the connection with a dampened cloth.
3. Push the brushes, 1, into the brush holders to compress the spring, 3, and insert a wire, 2, to hold them in the raised position. Install the rotor and remove the wire.

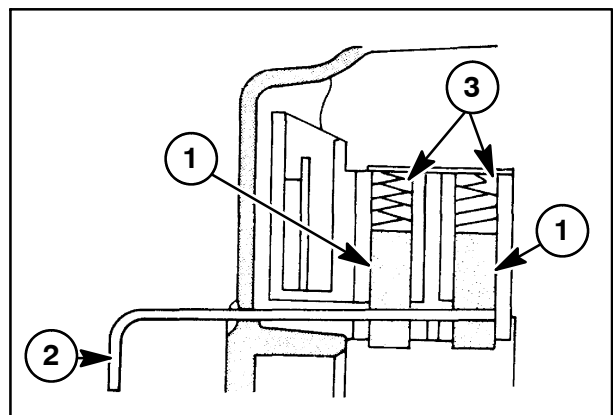
NOTE: Since the rear bearing and rear bracket fitting is tight, heat the bearing box in the rear bracket to 50 - 60 °C (122 - 140 °F) before installing rotor.



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