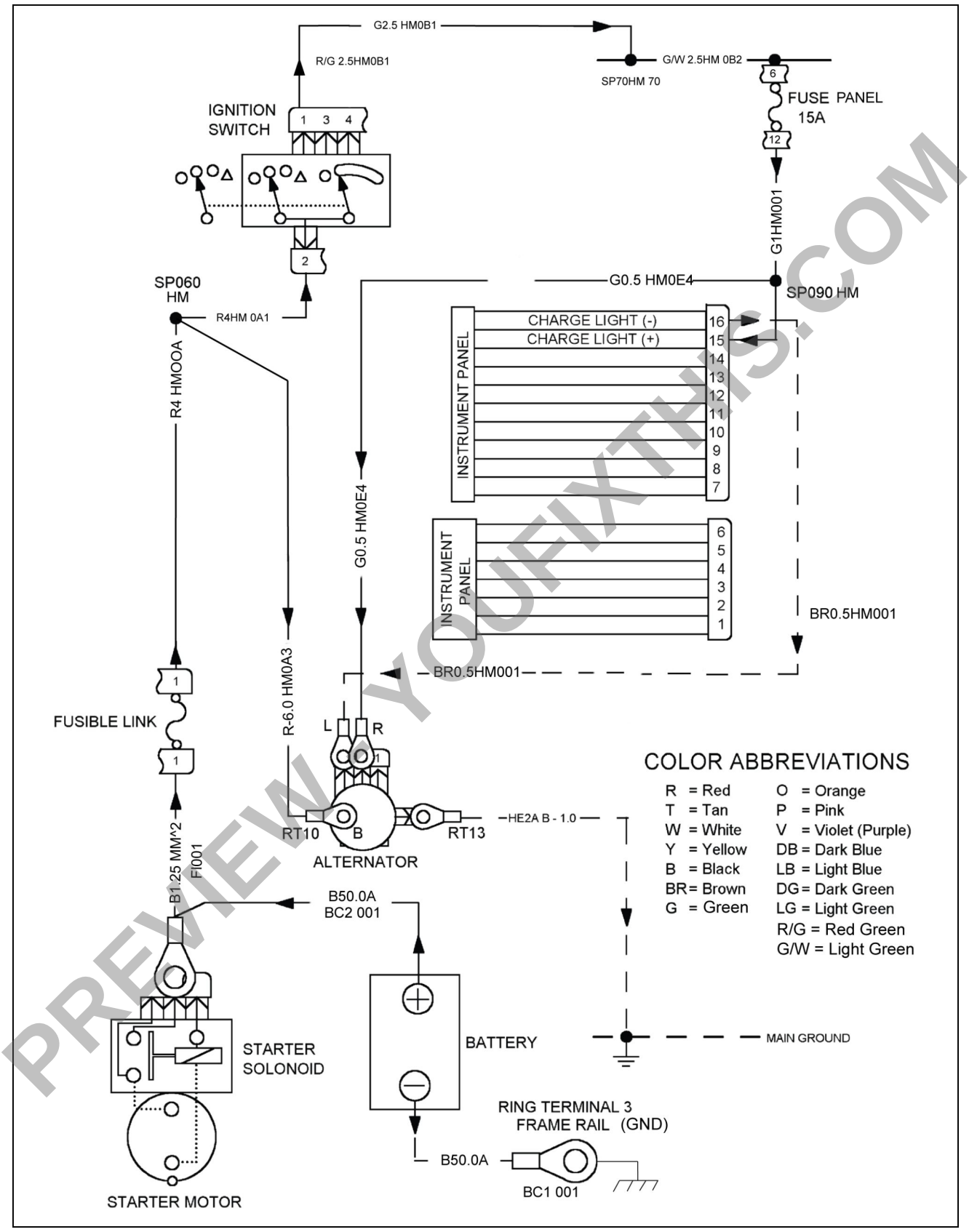
ELECTRICAL POWER SYSTEM - Wiring schema Charging circuit



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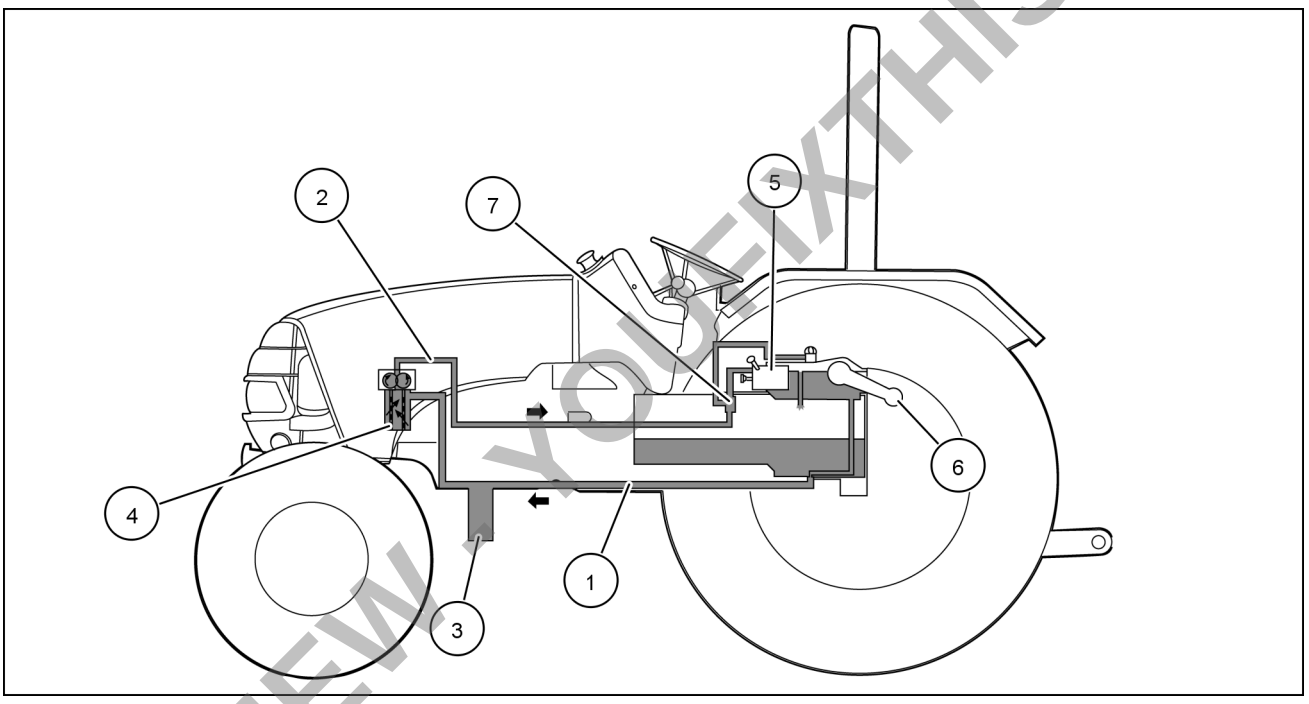
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PRIMARY HYDRAULIC POWER SYSTEM - Hydraulic schema Open center hydraulic circuit and mechanical lift

High pressure pump is directly connected on rear side of engine timing gear. Oil is drawn from transmission case through filter. The pump supplies constant oil flow according to engine speed. High pressure oil enters the control valve located at the front of the lift assembly, which controls the raising and lowering of the lift.
All excess oil flow produced by the hydraulic pump is returned direct to the Gear box through the control valve spool located in the control valve.
Also located within the control valve is the lift cylinder safety valve, which protect the lift cylinder and seals from excessive peaks of pressure during operation.

SCHEMATIC VIEW OF HYDRAULIC SYSTEM



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1. Suction line drawing from Transmission housing
2. Delivery line to control valve
3. Oil filter
4. Hydraulic pump
5. Relief valve
6. Lift arm
7. Control valve

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Torque Specification Tables

Standard Bolt Hardware & Hydraulic Connector Torques, Specifications and Information

This specification establishes general torque values to be used in bolted joints for metric and inch hardware. This specification is assumed to apply unless another specification (standard or specified requirement) is indicated in the repair manual.

NOTE: These Standards do not include electrical or hydraulic components, they are referred to in their specific charts or tables.

INCH 'NON-FLANGED' HARDWARE AND LOCKNUTS {MINIMUM HARDWARE TIGHTENING TORQUES}

IN NEWTON-METERS (FOOT-POUNDS) FOR NORMAL ASSEMBLY APPLICATIONS								
	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	6.2 (55)*	8.1 (72)*	9.7 (86)*	13 (112)*	14 (121)*	18 (157)*	8.5 (75)*	12.2 (109)*
5/16	13 (115)*	17 (149)*	20 (178)*	26 (229)*	28 (21)	37 (27)	17.5 (155)*	25 (220)*
3/8	23 (17)	30 (22)	35 (26)	46 (34)	50 (37)	65 (48)	31 (23)	44 (33)
7/16	37 (27)	47 (35)	57 (42)	73 (54)	80 (59)	104 (77)	50 (37)	71 (53)
1/2	57 (42)	73 (54)	87 (64)	113 (83)	123 (91)	159 (117)	76 (56)	108 (80)
9/16	81 (60)	104 (77)	125 (92)	163 (120)	176 (130)	229 (169)	111 (82)	156 (115)
5/8	112 (83)	145 (107)	174 (128)	224 (165)	244 (180)	316 (233)	153 (113)	215 (159)
3/4	198 (146)	256 (189)	306 (226)	397 (293)	432 (319)	560 (413)	271 (200)	383 (282)
7/8	193 (142)	248 (183)	495 (365)	641 (473)	698 (515)	904 (667)	437 (323)	617 (455)
1	289 (213)	373 (275)	742 (547)	960 (708)	1048 (773)	1356 (1000)	654 (483)	924 (681)

NOTE: Torque values shown with * are inch pounds.

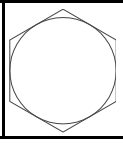
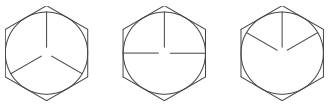
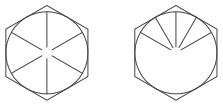
NOTICE: *Values shown on these charts are minimum hardware tightening torques unless otherwise stated.*

METRIC 'NON-FLANGED' HARDWARE AND LOCKNUTS {MINIMUM HARDWARE TIGHTENING TORQUES}

IN NEWTON-METERS (FOOT-POUNDS) FOR NORMAL ASSEMBLY APPLICATIONS							
	CLASS 5.8		CLASS 8.8		CLASS 10.9		LOCK-NUTS
Nominal Size	Unplated	Plated w/ZnCr	Unplated	Plated w/ZnCr	Unplated	Plated w/ZnCr	Cl.8 w/Cl8.8 Bolt
M4	1.7 (15)*	2.2 (19)*	2.6 (23)*	3.4 (30)*	3.7 (33)*	4.8 (42)*	2.3 (20)*
M6	5.8 (51)*	7.6 (67)*	8.9 (79)*	12 (102)*	13 (115)*	17 (150)*	7.8 (69)*
M8	14 (124)*	18 (159)*	22 (195)*	28 (21)	31 (23)	40 (30)	19 (169)*
M10	28 (21)	36 (27)	43 (32)	56 (41)	61 (45)	79 (58)	38 (28)
M12	49 (36)	63 (46)	75 (55)	97 (72)	107 (79)	138 (102)	66 (49)
M16	121 (89)	158 (117)	186 (137)	240 (177)	266 (196)	344 (254)	164 (121)
M20	237 (175)	307 (226)	375 (277)	485 (358)	519 (383)	671 (495)	330 (243)
M24	411 (303)	531 (392)	648 (478)	839 (619)	897 (662)	1160 (855)	572 (422)

NOTE: Torque values shown with * are inch pounds.

SAE HARDWARE IDENTIFICATION CHART

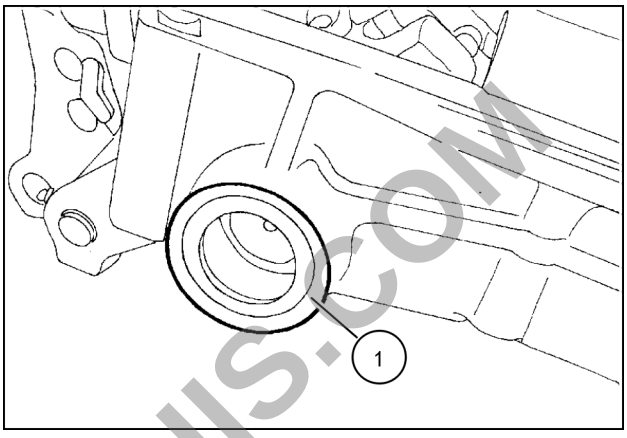
Grade	1 or 2	5	8
SAE Markings for Bolts and Cap Screws			

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PRIMARY HYDRAULIC POWER SYSTEM - Inspect Lift arm shaft

Prior operation:
PRIMARY HYDRAULIC POWER SYSTEM - Disassemble Lift arm shaft (A.10.A)

1. Remove the seals, **(1)**, from the housing.
2. Inspect the bushing for excessive wear and replace as needed. Use a suitable bushing driver to remove and install the bushings.



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Next operation:
PRIMARY HYDRAULIC POWER SYSTEM - Assemble Lift arm shaft (A.10.A)

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General specification

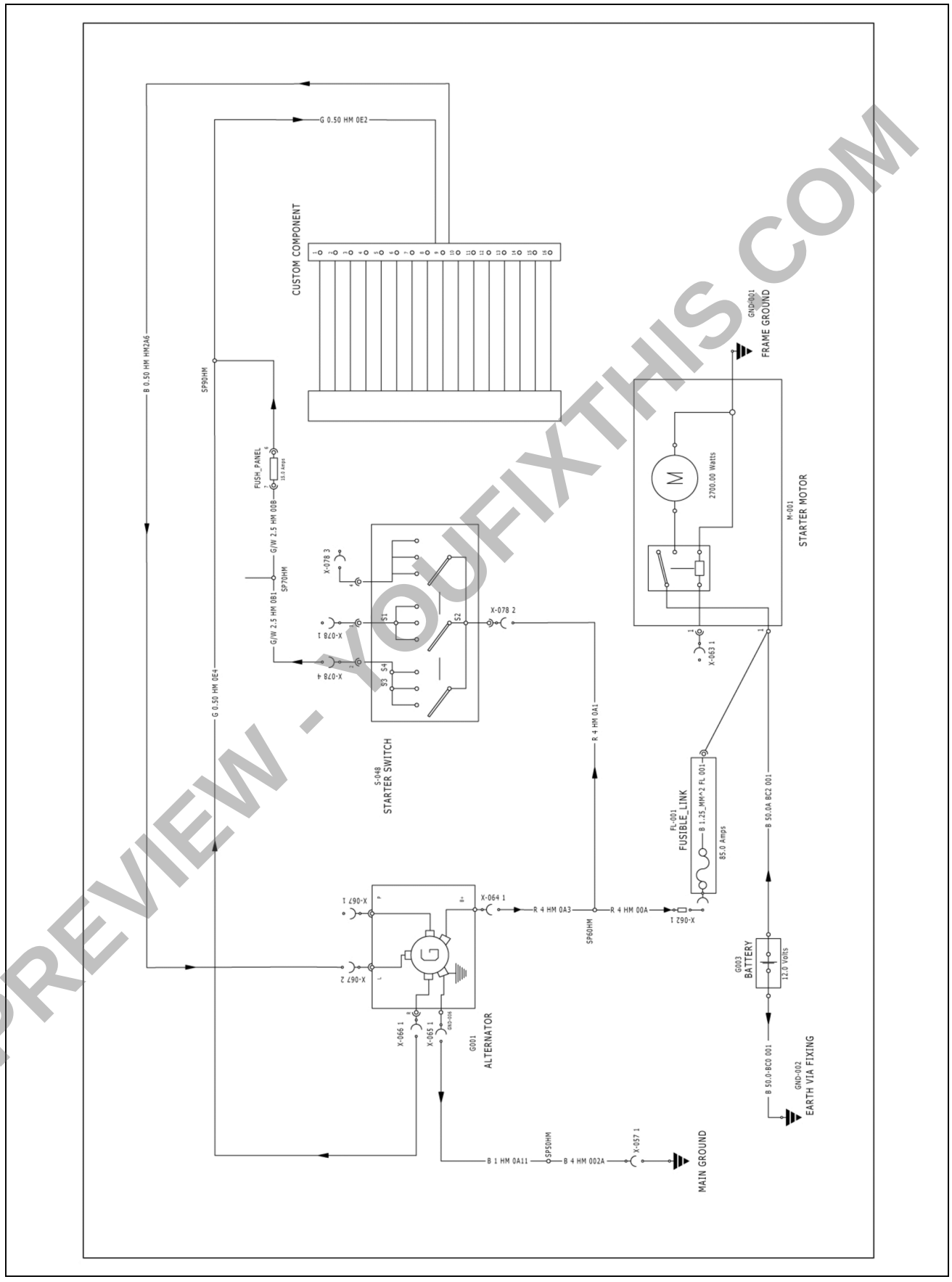
ENGINE	Farmall 45A	Farmall 55A
Type/Model	Diesel/N844L	Diesel/N844LT
Emission Level	Tier 3	Tier 3
Engine Gross Horsepower	**33.6 kW** (**45.0 Hp**)	**37.3 kW** (**50.0 Hp**)
PTO Horsepower	**29 kW** (**39 Hp**)	**35.5 kW** (**47.6 Hp**)
Cylinders	4	4
Bore	**84 mm** (**3.31 in**)	**84 mm** (**3.31 in**)
Stroke	**100 mm** (**3.94 in**)	**100 mm** (**3.94 in**)
Displacement	**2.2 l** (**135.2 in³**)	**2.2 l** (**135.2 in³**)
Compression Ratio	22.5:1	22.5:1
Firing Order	1-3-4-2	1-3-4-2
Aspiration	Natural	Turbocharged
Low Idle Speed	**1050 RPM** ± 50	**1100 RPM** ± 50
Maximum no-load speed:	**2900 - 2950 RPM**	**2900 - 2950 RPM**
Rated Speed	**2600 RPM**	**2800 RPM**
Tappet Clearance		
Intake/Exhaust (cold)	**0.2 mm** (**0.008 in**)	**0.2 mm** (**0.008 in**)
Crankcase Oil Capacity	**5.5 l** (**5.8 US qt**)	**7.0 l** (**7.4 US qt**)
CAPACITIES		
Fuel Tank	**51 l** (**13.5 US gal**)	**51 l** (**13.5 US gal**)
Cooling System	**8.5 l** (**9.0 US qt**)	**10.0 l** (**10.5 US qt**)
Engine Crankcase Oil Capacity	**5.5 l** (**5.8 US qt**)	**7.0 l** (**7.4 US qt**)
Rear Axle & Transmission	**25 l** (**6.6 US gal**)	**25 l** (**6.6 US gal**)
Front Axle (FWD)	**7.5 l** (**8.0 US qt**)	**7.5 l** (**8.0 US qt**)

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ELECTRICAL POWER SYSTEM - Wiring schema Charging circuit

Farmall 45A WE, Farmall 55A WE

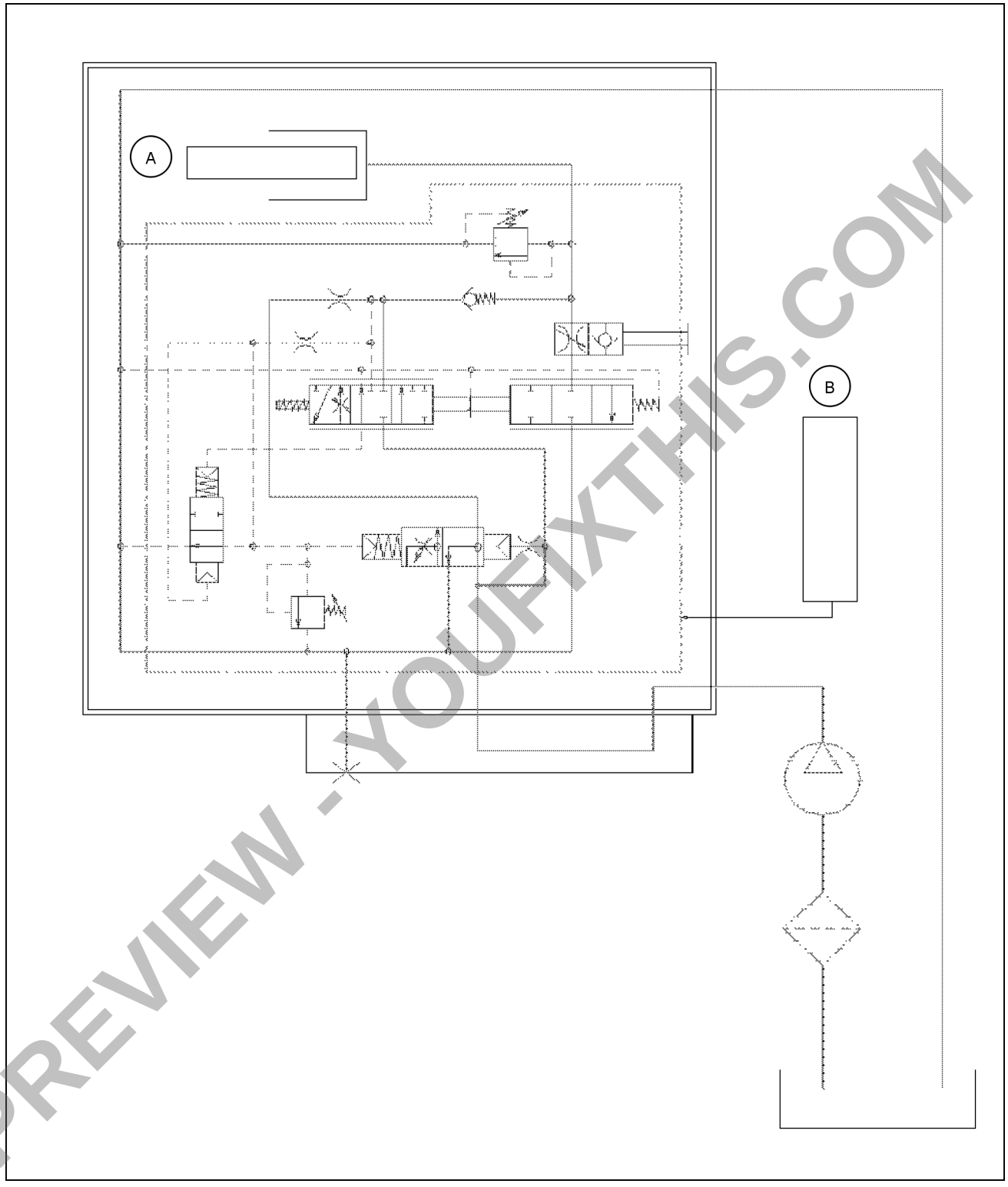


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HYDRAULIC CIRCUIT DIAGRAM



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A. Cylinder
B. Control Valve

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PRIMARY HYDRAULIC POWER SYSTEM - General specification

Type	With separate position control plus float control
Control	Through one independent lever External knob on control valve
Response/drop rate adjustment	Through external knob on control valve
Single-acting cylinder	
Bore and stroke	**85x87.5 mm**
Displacement	**496 cm³**
Pressure regulating valve setting	**17499 - 18002 kPa** (**2538 - 2611 psi**)
Cylinder safety valve setting	**20498 - 21001 kPa** (**2973 - 3046 psi**)
Piston diameter	**84.03 - 84.06 mm** (**3.3083 - 3.3094 in**)
Cylinder bore diameter	**85 - 85.054 mm** (**3.346 - 3.349 in**)
Intervention of automatic hydraulic limit stop	**73 - 74 °**
Internal mechanical limit stop	**76 - 78 °**
Angular excursion of control position lever	**68 °**
Angular excursion of lifting arms in position control	**70 - 72 °**
Cross shaft diameter at the bushings	
Right-hand side	**49.04 - 49.07 mm** (**1.931 - 1.932 in**)
Left-hand side	**44.075 - 44.00 mm** (**1.735 - 1.732 in**)
Shaft end play (with lift arms installed)	**2 mm** (**0.08 in**)
Type	3 - point hitch
Category	I & II
Maximum lifting capacity	**1332 kg** (**2937 lb**)
Maximum lift capacity at standard frame	**925 kg** (**2039 lb**)

PRIMARY HYDRAULIC POWER SYSTEM - Torque

Description	Thread size	Torque
Bolts, lift to housing **(C1)**	M10 x 1.5	**50 N·m** (**37 lb ft**)
Bolts, Distributor to lift housing **(C2)**	M8 x 1.25	**30 N·m** (**22 lb ft**)
Banjo Bolt, Delivery pipe to Distributor **(C3)**	M18 x 1.5	**10 N·m** (**89 lb in**)
Allen screw, Hydraulic cylinder to lift housing **(C4)**	M12 and M14 x 1.25	**75 N·m** (**55 lb ft**)
Bolts, top link support **(C5)**	M8 x 1.25	**50 N·m** (**37 lb ft**)

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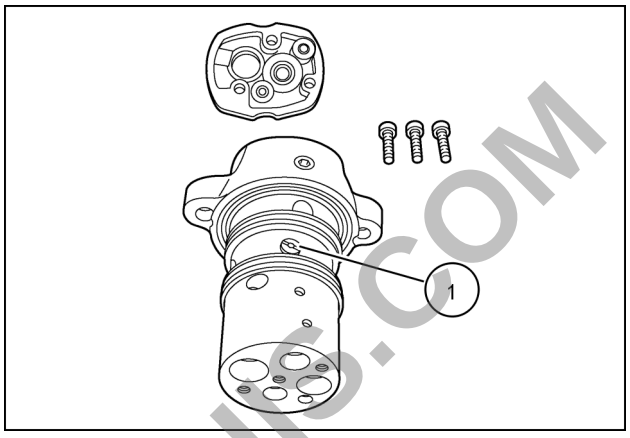
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Control valve - Inspect

Prior operation:
Control valve - Disassemble (A.10.A)

1. Clean the valve body and components with solvent, check all components for contamination or damage.

NOTE: *Check orifice,* ***(1)****, for contamination.*



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Next operation:
Control valve - Assemble (A.10.A)

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	Farmall 45A	Farmall 55A
COOLING SYSTEM		
Type	Pressurized Liquid with Recirculating Bypass	Pressurized Liquid with Recirculating Bypass
Water Pump:		
Type	Centrifugal	Centrifugal
Drive	V-Belt	V-Belt
Belt Deflection	**10 - 15 mm** (**0.4375 - 0.5625 in**) when **9 - 11 kg** (**20 - 25 lb**) thumb pressure is applied midway between belt pulleys	**10 - 15 mm** (**0.4375 - 0.5625 in**) when **9 - 11 kg** (**20 - 25 lb**) thumb pressure is applied midway between belt pulleys
Fan Diameter	**410 mm** (**16.1 in**)	**410 mm** (**16.1 in**)
Number of Fan Blades	6	8
Thermostat:		
Start to Open	**71 °C** (**160 °F**)	**71 °C** (**160 °F**)
Fully Open	**82 °C** (**180 °F**)	**82 °C** (**180 °F**))
Radiator Cap	**90 kPa** (**13 psi**)	**90 kPa** (**13 psi**)
Antifreeze	Ethylene Glycol	Ethylene Glycol
System Capacity	**8.5 l** (**9.0 US qt**)	**8.5 l** (**9.0 US qt**)
ELECTRICAL SYSTEM		
Main System Protection	Fusible Link (**20 A**)	Fusible Link (**20 A**)
Number Fuses for Circuit Protection	6	6
Alternator	**12 V**, **40 A**	**12 V**, **40 A**
Battery Type	**12 V**, w/ negative ground, 600-850 cca BCI group 49	**12 V**, w/ negative ground, 600-850 cca BCI group 49
Starter Motor - Type	Solenoid operated	Solenoid operated
Starter KW(HP) Rating	**2.0 kW** (**2.7 Hp**)	**2.0 kW** (**2.7 Hp**)
Bulb Rating and Type		
Head Light	35/ **35 W**	35/ **35 W**
Turn Signal	**27 W**/#1156	**27 W**/#1156
Tail Light	**8.5 W**/#1157	**8.5 W**/#1157
FUEL SYSTEM		
Fuel Type	Diesel	Diesel
Type of Fuel to Use if above **5 °C** (**40 °F**)	No. 2-Diesel, Cetane Rating: Minimum 45	No. 2-Diesel, Cetane Rating: Minimum 45
Type of Fuel to Use if below **5 °C** (**40 °F**)	No. 1-Diesel, Cetane Rating: Minimum 45	No. 1-Diesel, Cetane Rating: Minimum 45
Injection Pump:		
Type	In-Line CTD	In-Line CTD
Timing	**19 - 20.5 °** BTDC	**17.5 - 19 °** BTDC

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Wiring harness - Electrical schematic frame 01 - sheet 01

ELECTRICAL SCHEMATIC DIAGRAM 84280154
CASE IH FARMALL 45A AND 55A
TRACTOR

POWER DISTRIBUTION

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CASE IH AGRICULTURE

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INTRODUCTION

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CONTROL VALVE INTERNAL LINKAGE

Position Control Lever

By positioning the draft control lever **(2)** against the backstop the roller **(11)**, which slides on the flywheel **(7)** of draft cam **(12)**, will be moved away completely.

In this way the draft levers will not interfere with the operation of the position control.

The arms are raised by moving the position control lever **(1)** upward, and the leverage system will act in the following way:

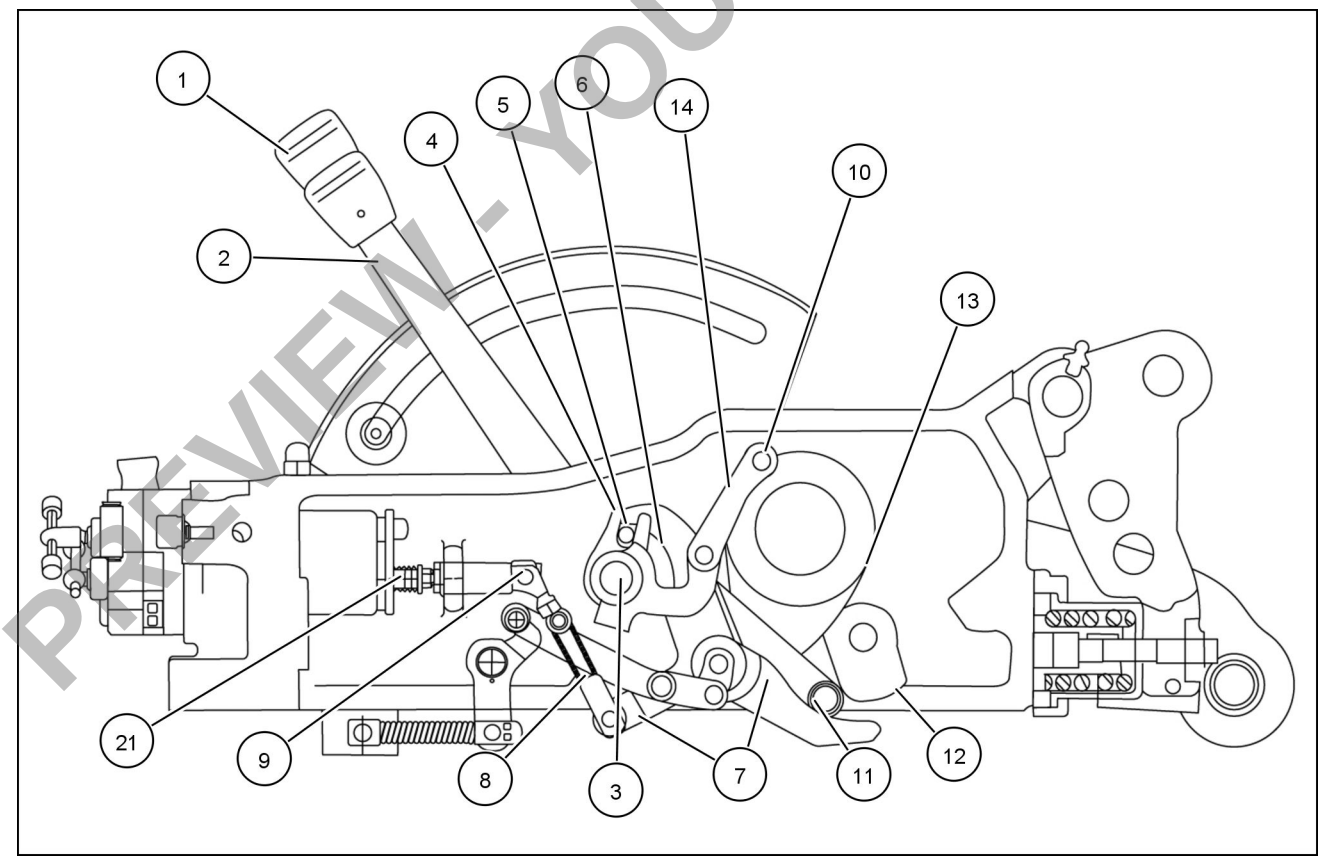
Crank **(4)** being an integral part of shaft **(3)** turns in a clockwise direction and causes roller **(5)** to slide on the position cam **(6)**, in turn causing the clockwise rotation of the flywheel **(7)**. The flywheel will transmit a counterclockwise rotation, by means of friction shock absorber **(8)**, to the transmission lever **(9)** that will bring distributor shaft **(21)** into delivery position thus causing the arms to be lifted.

During the lifting movement of the arms, crank **(13)** with pin **(10)** will rotate in a counterclockwise direction, and by means of the link **(14)** will cause position cam **(6)** to rotate clockwise.

When the roller **(5)** meets the inclined plane of the cam **(6)**, it allows the counterclockwise rotation of the flywheel **(7)** that by means of a friction shock absorber **(8)** rotates the lever **(9)** in a clockwise direction, which is pushed by the spring of the control valve shaft **(21)** which moves to position **(N)** (neutral phase) and thus blocking the movement of the lifting arms.

During the lowering phase of the arms the movement of the levers indicated above will occur in the opposite sense.

The position of the arms, during lifting and lowering, correspond to a specific position of the position control lever **(1)**.



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HYDRAULIC, PNEUMATIC, ELECTRICAL, ELECTRONIC SYSTEMS - A

ELECTRICAL POWER SYSTEM - 30.A

Farmall 55A
Farmall 45A

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- Transmission clutch pedal depressed
- Transmission range lever in "NEUTRAL" position
- PTO clutch lever in the "OFF" 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 fusible link to the #2 terminal of the ignition switch.
3. When the ignition switch is placed in the "START" position current is transferred across the following ignition switch terminals:
   - #2 to #3 terminals
   - #2 to #4 terminals

Terminal #4 of Ignition Switch

1. Current flows from the #4 terminal of the ignition switch to #8 terminal of the safety start relay.

Terminal #1 of Ignition Switch

1. Current flows from the #4 terminal of the ignition switch to the fuse panel bussbar, from the bussbar current travels through the fuse ignition , **15 A** fuse.

Fuse Functions

1. The fuse ignition, **15 A** fuse, sends current two directions:
   - Fuel Shutoff Relay, terminals #6 and #9
   - Wire splice SP100 HM
     (Wire slice SP100 HM supplies current to the safety switches)

Safety Switch Functions

1. Range Neutral Safety Switch - When the range selector is placed in the "NEUTRAL" position the neutral range safety switch contacts close, sending current to terminal #6 of the safety start relay. Also current is sent to the **3 A** diode, the diode allows current to be sent to terminal #5 of the operator safety module.
2. Transmission Clutch Safety Switch - When the transmission clutch pedal is depressed, the transmission clutch safety switch, contacts close, sending current to terminal #2 of the PTO safety switch.
3. PTO Safety Switch - When the main PTO clutch lever is placed in the "OFF" position the PTO safety switch #2 and #4 contacts close, sending current to terminal #3 of the PTO safety relay.
4. Operator Seat Switch - When the operator is not in the seat, the operator seat safety switch contacts are open, terminating all current at the switch.

Safety Module Operation

1. With current supplied to terminal #5 of the operator safety module, the module completes the ground path through terminals #2 & #3 of the module. Terminal #2 of module provides completes the ground path for the fuel shutoff relay.

Relays Operation

1. The PTO safety relay has current supplied to terminal #3 (coil side) by the PTO safety switch and a ground source provided to the other side of the coil. The relay energizes latching terminals #1 and #5. Terminal #5 completes the ground path to terminal #4 of the safety start relay.
2. When the ground source is provide to terminal #4 of the safety start relay and current provide to terminal #6 from the neutral safety switch, the relay latches terminals #2 and #8. Terminal #2 provides current to the starter allowing the engine starter to rotate the engine.
3. Current is supplied to the fuel shutoff relay by the fuse ignition, **15 A** fuse and when the ground path is completed by the #2 terminal of the operator safety module, the fuel shutoff relay energizes, latch terminals #9 and #10

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Hazard/Turn Flasher Module

1. When terminals #1 and #8 are supplied with current and terminal #6 has a ground source supplied, the following terminals functions are:
   - Terminal #3 left taillight pulsating illumination
   - Terminal #4 right taillight continuous illumination
   - Terminal #10 left hazard light pulsating illumination
   - Terminal #11 right hazard light continuous illumination
2. Terminal #3 supplies pulsating current to terminal #13 of the instrument panel, left taillight and terminal #1 of the trailer socket.
3. Terminal #4 supplies continuous current to the terminal #14 of the instrument panel, right taillight and terminal #3 of the trailer socket.
4. With ground source supplied to hazard light, taillight and instrument panel, the left side hazard light, taillight and instrument panel indicator lights flash on and off.
5. With ground source supplied to hazard light, taillight and instrument panel, the right side hazard light, taillight and instrument panel indicator lights continuously illuminate.

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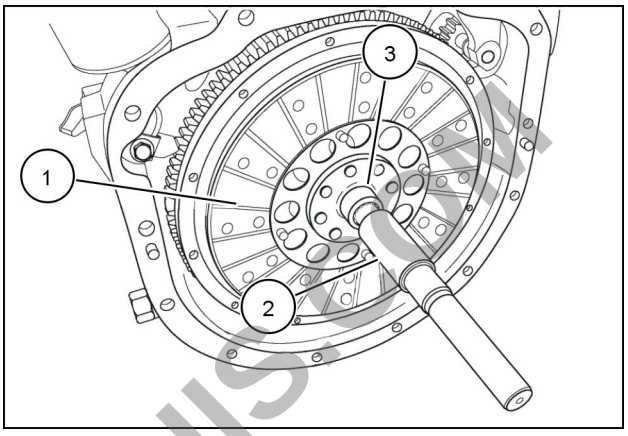
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POWER COUPLING Clutch - Install Clutch Assembly

Prior operation:
POWER COUPLING Clutch - Assemble Clutch Assembly (C.10.C)

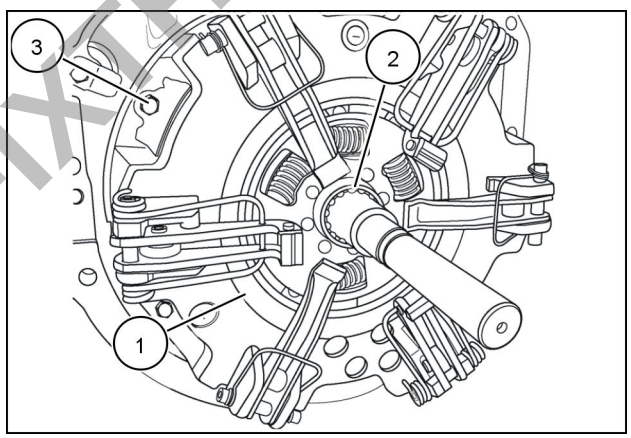
1. Install the PTO clutch disc, **(1)**, onto clutch aligning arbor tool, **380002740 (2)**, and insert assembly into pilot bearing in the flywheel.

NOTE: *When installing the clutch disc, make sure the flange, **(3)**, on disc is facing away from the flywheel.*



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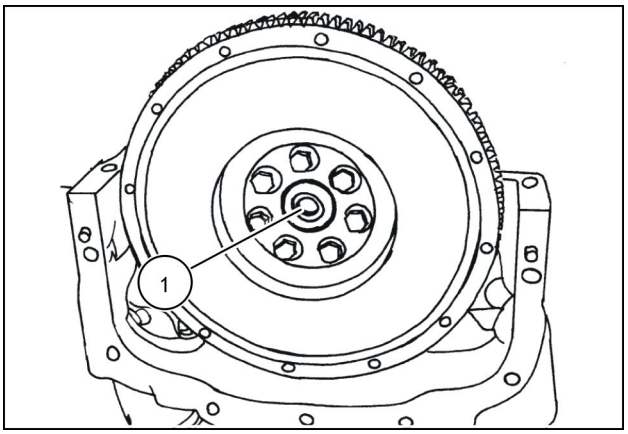
2. Install the clutch assembly, **(1)**, over the special tool, **(2)**, still in the flywheel.
3. Install the M8 x 1.25 x 45 mm bolts with lock washers, **(3)** and tighten in a star pattern to avoid damaging components. Torque the hardware to **26 N·m** (**19 lb ft**)
4. Install the transmission to the engine as described in **ENGINE - Install (B.10.A)**.



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Install the clutch assembly back on flywheel taking care of the following:

5. Check condition of pilot bearing, **(1)**, pressed in flywheel. Replace in the event of excessive noise or binding.
6. Install old/new bearing packing the seat with grease.
   - Before securing the transmission housing and engine, thoroughly clean and degrease mating surfaces and apply a bead of silicone sealer of approximately. **2 mm** (**0.08 in**) of diameter following pattern shown in Figure **4**.



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Transmission command - Remove Gear Shift Lever

Prior operation:
TRANSMISSION Mechanical - Remove Transmission assembly (C.20.B)

⚠ WARNING ⚠

Always use suitable tools to align holes. DO NOT USE HAND OR FINGERS. Failure to comply could result in death or serious injury.

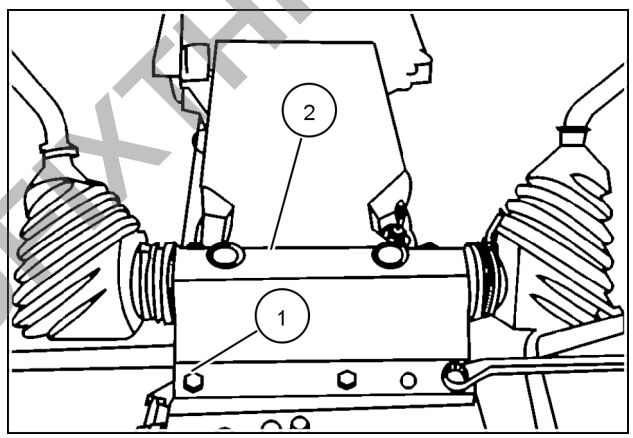
B020A

⚠ WARNING ⚠

Handle all parts carefully. Do not put your hands or fingers between parts. Always wear suitable safety items such as fitted clothing, safety goggles, gloves, shoes, etc. Failure to comply could result in death or serious injury.

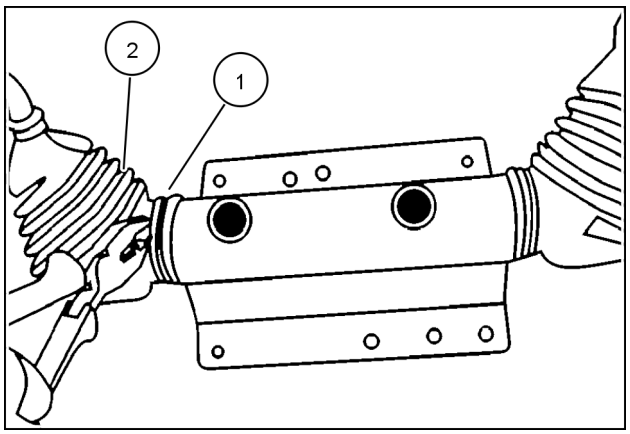
M954A

1. Loosen the bolts, **(1)** and remove the top cover, **(2)**, from the transmission housing.



20097827 1

2. Remove the cable tie/strap, **(1)**, to remove the gear lever rubber boot, **(2)**.



20097888 2

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TRANSMISSION Power Shuttle - Remove

⚠ WARNING

Avoid injury!
Handle all parts carefully. Do not place your hands or fingers between parts. Use Personal Protective Equipment (PPE) as indicated in this manual, including protective goggles, gloves, and safety footwear.
Failure to comply could result in death or serious injury.

W0208A

⚠ WARNING

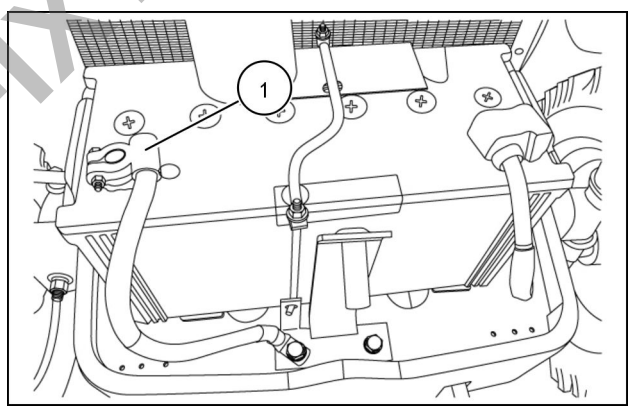
Heavy objects!
Lift and handle all heavy components using lifting equipment with adequate capacity. Always support units or parts with suitable slings or hooks. Make sure the work area is clear of all bystanders.
Failure to comply could result in death or serious injury.

W0398A

NOTE: *To remove the transmission housing from the tractor, the tractor has to be split at the clutch and transmission housing and fenders, hydraulic housing, three point linkage, rear tire's and final drive housings have to be removed from the tractor.*

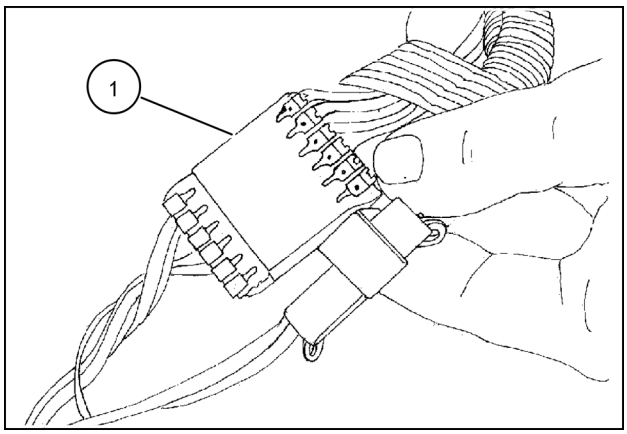
Remove the transmission assembly from the tractor as below:

1. Disconnect the negative battery cable, **(1)**, from the negative battery terminal.



BAIL11IN015AAB 1

2. Disconnect the front wire harness connector, **(1)**, located under the steering column side panels from the rear wire harness connector.



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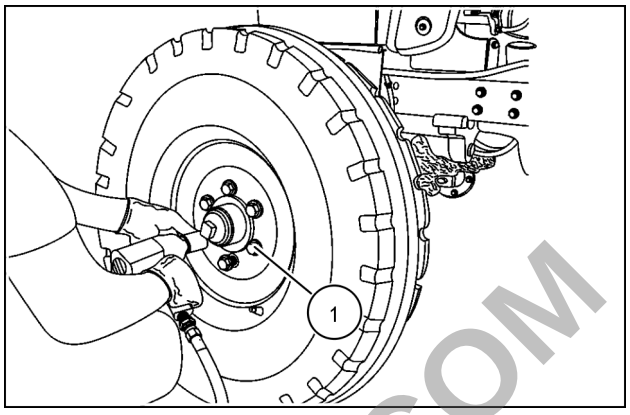
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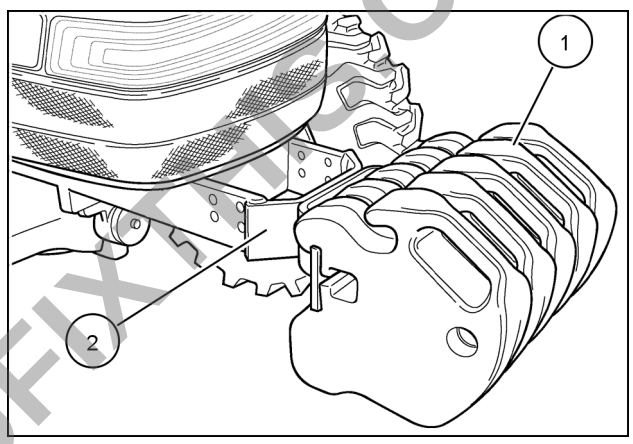
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12. Reinstall front wheels, **(1)**. Torque the M18 x 1.50 retaining cap screws to **333 N·m** (**246 lb ft**) ± **19 N·m** (**14 lb ft**).
13. Remove jack and/or stands from underneath the tractor.



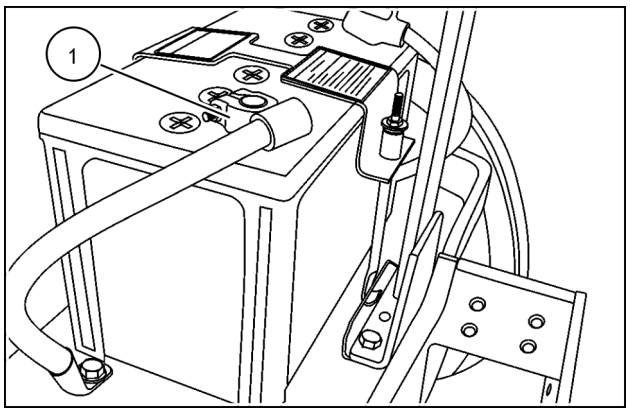
20099931 3

14. Reinstall front weight support, **(1)**.
15. Install weights, **(2)**, from removal.



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16. Reconnect the negative battery cable, **(1)** to the negative battery terminal.



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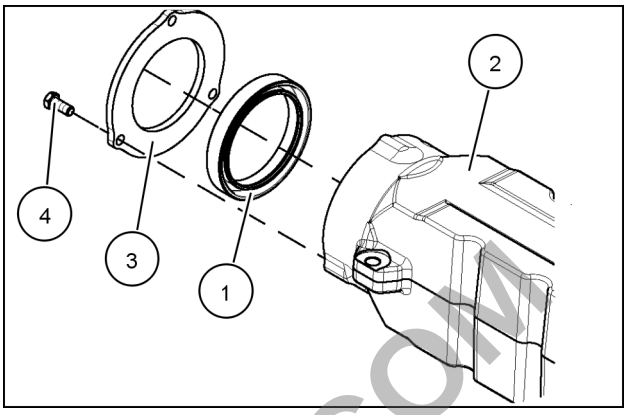
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3. Install a new outer axle seal, **(1)**, into the axle housing, **(2)**, using the special seal driver tool.

NOTE: *The orientation of the outer axle seal, **(1)**, in the axle housing, **(2)**, is such that the rubber side of the seal faces inward and the metal side of the seal faces the outward away from the axle housing, **(2)**.*

4. Install the cover, **(3)**, onto the axle housing, **(2)**, and secure using the three M8 x 20 cap screws, **(4)**. Torque the cap screws to **49 - 62.8 N·m** (**36.1 - 46.3 lb ft**).

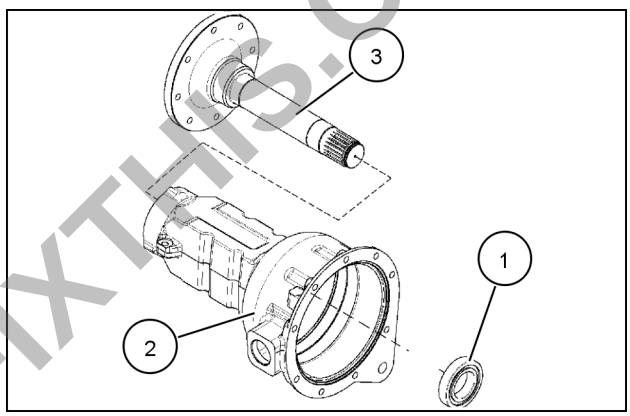
NOTE: *Use **LOCTITE® 242** on the cover cap screws.*



33084260 3

5. Install the inner bearing, **(1)**, into the axle housing, **(2)**, using a suitable driver.

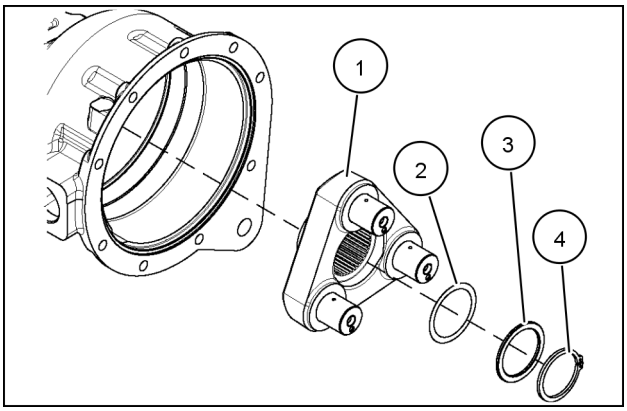
6. Lubricate the new seals with petroleum jelly, and slide the axle shaft, **(3)**, into the axle housing, **(2)**.



93097057 4

7. Install the planetary gear carrier, **(1)**, shims, **(2)**, and spacer , **(3)**, onto the axle shaft and secure with the snap ring, **(4)**.

NOTE: *Shim sizes are **0.15 mm** (**0.006 in**).*

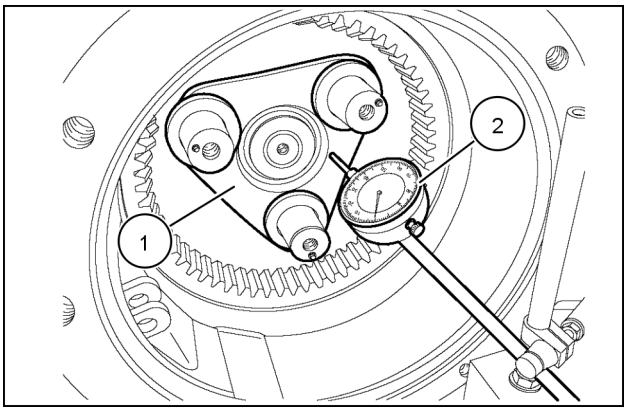


33084223 5

8. Measure the end play of the planetary gear carrier, **(1)**, by placing a dial indicator, **(2)**, against the planetary gear carrier as shown.

9. Set the dial indicator, **(2)**, to zero, and then slide the planetary gear carrier, **(1)**, back and forth on the axle shaft. The planetary gear carrier should have an end play of **0.05 - 0.7 mm** (**0.002 - 0.028 in**).

NOTE: *If the end play measurement is not correct the shims will need to be readjusted.*



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Farmall 45A

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