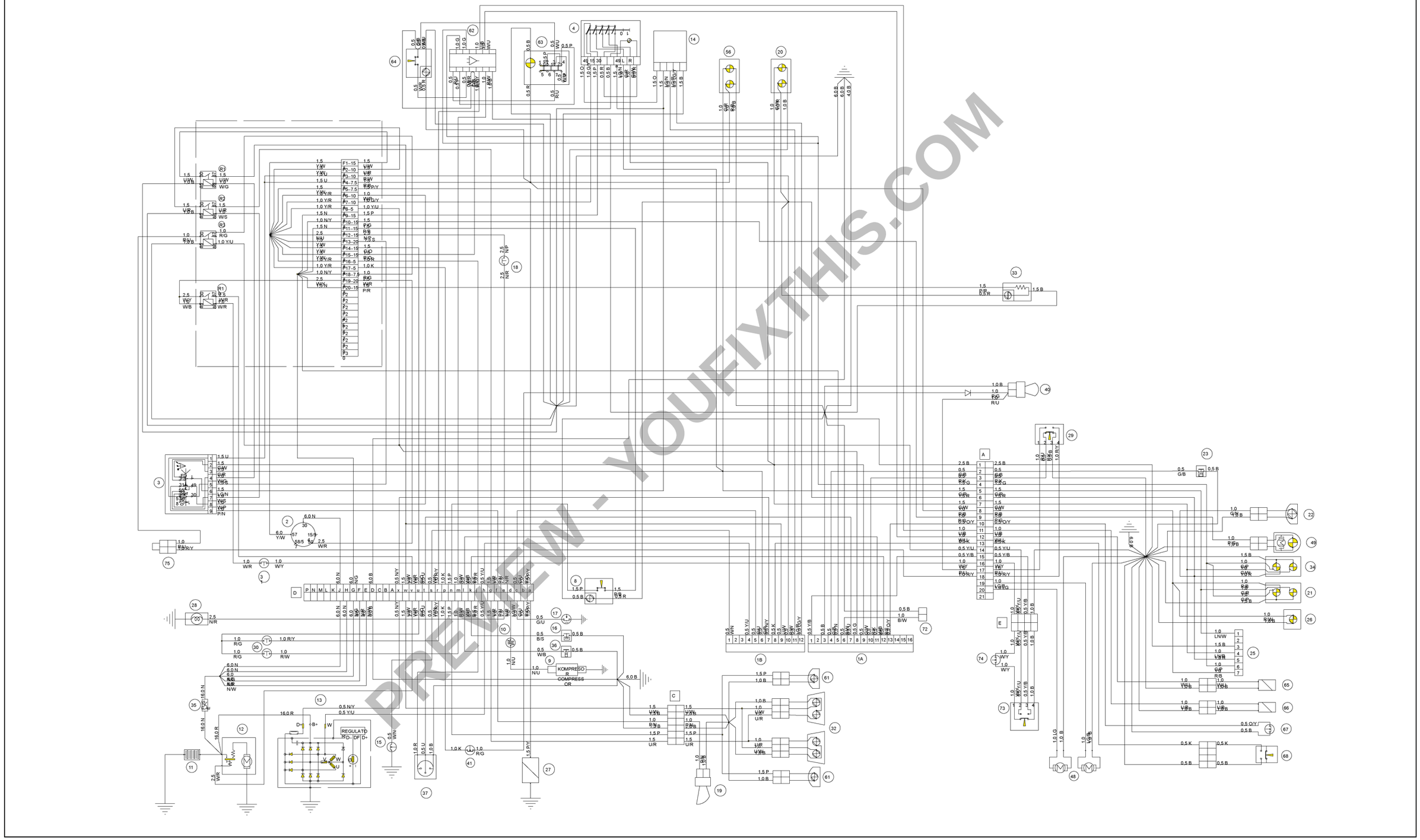


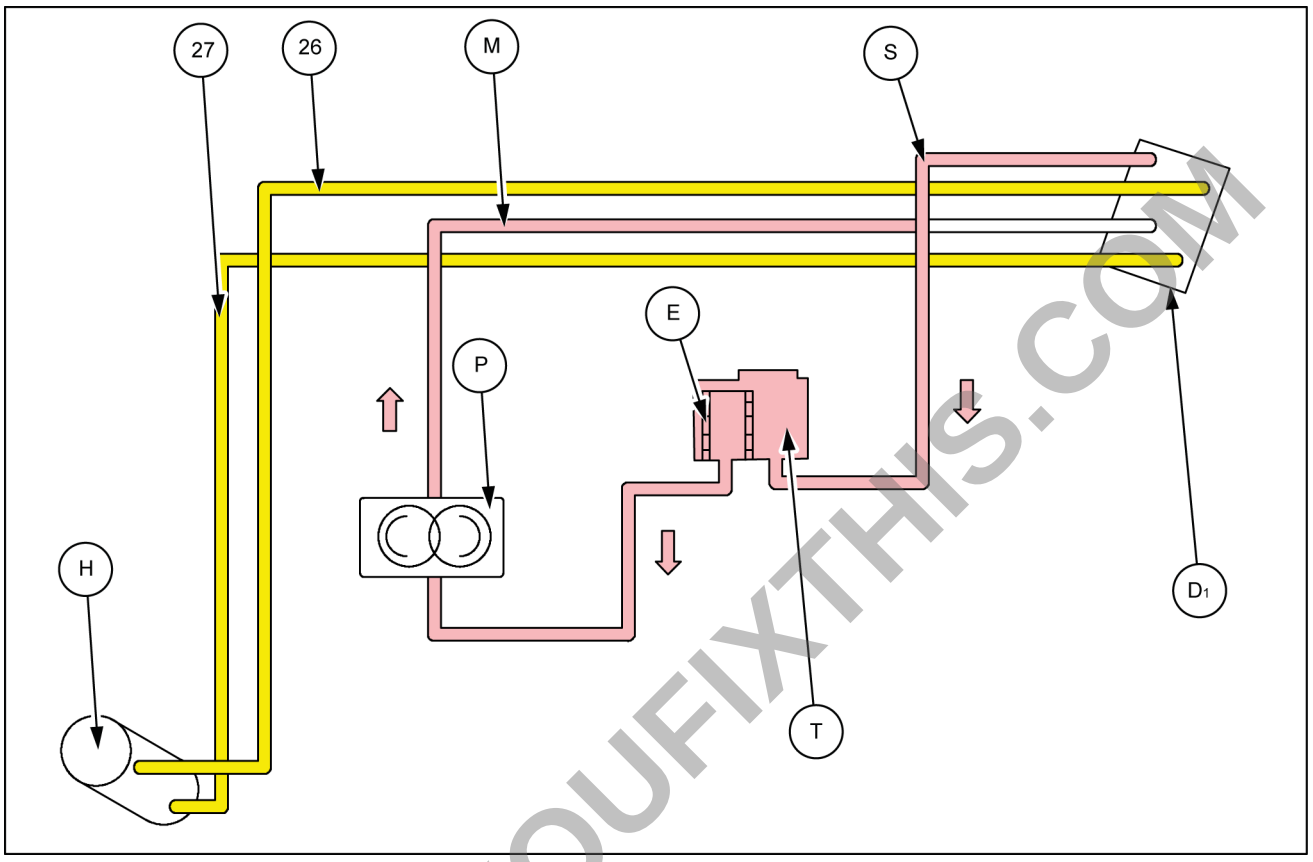
ANIL12TR01310JA 1

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Hydraulic control components - Overview

FARMALL A



ANIL12TR00588FB 1

General hydraulic diagram

- **(H)** Power steering cylinder
- **(D1)** Hydrostatic steering control valve
- **(E)** Filter
- **(T)** Oil tank
- **(P)** Pump
- **(26)** Oil in intake line
- **(27)** Oil in delivery line from pump
- **(M)** Oil delivery to control valve
- **(S)** Oil at lubrication pressure

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Live axle in Brakes on FARMALL 65A and FARMALL 75A models. Brakes on FARMALL 85A, FARMALL 95A, FARMALL 105A and FARMALL 115A models	 **3600 mm** (**141.7323 in**) **4100 mm** (**161.4173 in**)
Live axle in Brakes off FARMALL 65A and FARMALL 75A models. Brakes off FARMALL 85A, FARMALL 95A, FARMALL 105A and FARMALL 115A models	 **5300 mm** (**208.6614 in**) **5600 mm** (**220.4724 in**)
Live axle in Brakes on FARMALL 65A and FARMALL 75Amodels. Brakes on FARMALL 85A, FARMALL 95A, FARMALL 105A and FARMALL 115A models	 **4200 mm** (**165.3543 in**) **4500 mm** (**177.1654 in**)
Live axle in Brakes off FARMALL 65A and FARMALL 75Amodels. Brakes off FARMALL 85A, FARMALL 95A, FARMALL 105A and FARMALL 115A models	 **4900 mm** (**192.9134 in**) **5100 mm** (**200.7874 in**)

Powered front axle - Torque (12 x 4)

Tightening torques

Part	Thread	Tightening torque
Front axle Lock ring, bevel pinion **(C_1)** Farmall 65A and Farmall 75A Models Farmall 85A Farmall 95A Farmall 105A and Farmall 115A Models	 **M35 X 15** **M40 X 1.5**	 **294 N·m** (**216.84 lb ft**) **294 N·m** (**216.84 lb ft**)
Capscrew, differential case to axle casing **(C_2)**	**M12 x 1.25**	**113 N·m** (**83.34 lb ft**)
Capscrew, ring gear to differential case **(C_3)**	**M12 x 1.25**	**113 N·m** (**83.34 lb ft**)
Steering knuckle capscrew **(C_5)** Models Farmall 65A and Farmall 75A	 **M12 x 1.25**	 **113 N·m** (**83.34 lb ft**)
Wheel hub bearings lock nut **(C_6)**: Farmall 65A and Farmall 75A models Farmall 85A, Farmall 95A Farmall 105A and Farmall 115Amodels	 **M45 x 1.5** **M72 X 2**	 **118 N·m** (**87.03 lb ft**) **392 N·m** (**289.12 lb ft**)
Capscrew, planetary final drive housing **(C_7)**	**M10 x 1.25**	**64 N·m** (**47.2 lb ft**)
Front axle front and rear pivot support bolt **(C_9)**	**M18 x 1.5**	**392 N·m** (**289.12 lb ft**)
Differential cage support cap bolt **(C_{10})**	**M12 x 1.25**	**113 N·m** (**83.34 lb ft**)
Front axle support to engine retaining bolt **(C_{11})**	**M18 x 1.5**	**314 N·m** (**231.59 lb ft**)

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Engine - General specification

Table 1

General specification	4 Cylinders
Engine, technical type: FARMALL 95Amodel - type F4CE9487N*J (BOSCH pump) FARMALL 105A model - type F4CE9484L*J (BOSCH pump) FARMALL 115A model - type F4CE9484C*J (BOSCH pump)	
Cycle	Diesel, 4-stroke
Fuel injection	Direct
Number of cylinders in line	4
Piston diameter:	
FARMALL 95A, FARMALL 105A, FARMALL 115A	**104 mm** (**4.0945 in**)
Piston stroke	**132 mm** (**5.1969 in**)
Total displacement:	
Model FARMALL 95A, FARMALL 105A, FARMALL 115A	**4485 cm³** (**273.69 in³**)
Compression ratio for models FARMALL 95A, FARMALL 105A, FARMALL 115A	17.5:1
Maximum power:	
Model FARMALL 95A - type F4CE9487N*J	**70 kW** (**95 Hp**)
Model FARMALL 105A - type F4CE9484L*J	**78 kW** (**106 Hp**)
Model FARMALL 115A - type F4CE9484C*J	**83 kW** (**113 Hp**)
Maximum torque: FARMALL 95A - type F4CE9487N*J	**390 N·m** (**3452 lb in**)
Maximum torque: FARMALL 105A - type F4CE9484L*J	**425 N·m** (**3762 lb in**)
Maximum torque: FARMALL 115A - type F4CE9484C*J	**450 N·m** (**3983 lb in**)
Maximum torque speed	**1300 RPM**
Number of main bearings	5
Sump	Structural, cast iron
Lubrication	Forced, with lobe pump
Pump drive	Camshaft
Engine speed/oil pump speed ratio	1:1
Oil cleaning	Mesh filter on oil intake and filtering cartridge on delivery line
Normal oil pressure with motor warmed-up	
At slow idling speed	**1.2 bar** (**17.4 psi**)
At fast idling speed	**3.8 bar** (**55.1 psi**)
Cooling system	Coolant circulation
Radiator on models FARMALL 95A, FARMALL 105A, FARMALL 115A	4 lines of vertical pipes with copper fins
Fan, attached to the pulley	Intake, in plastic with 10 blades
Coolant pump	Centrifugal vane-type
Engine speed/coolant pump speed ratio	1:1.977
Coolant thermometer	Coloured scale divided into 3 sections
Temperature ranges corresponding to each section:	
Initial blue section	**40 - 60 °C** (**104 - 140 °F**)
Middle green section (normal working conditions)	**60 - 110 °C** (**140 - 230 °F**)
Final red section	**110 - 120 °C** (**230 - 248 °F**)
Temperature control	Via thermostat valve
Initial opening	**81 - 85 °C** (**178 - 185 °F**)
Timing system	Overhead valves operated by tappets, rods and rocker arms via the camshaft located in the engine block; the camshaft is driven by the crankshaft using straight-tooth gears
Intake:	
Start: before T.D.C.	10°± 30’
End: after B.D.C.	10°± 30’

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Engine - Troubleshooting – (NEF indicator)

FARMALL A

Problem	Possible Cause	Correction
Engine does not start	Batteries partially discharged	Check and recharge batteries. Replace if necessary
	Battery terminal connections corroded or loose	Clean, inspect and tighten terminal nuts. Replace terminals and nuts if excessively corroded
	Injection pump timing incorrect	Adjust injection pump timing
	Impurities or water in fuel lines	Disconnect fuel lines from injection pump and clean thoroughly. If necessary clean and dry the fuel tank
	No fuel in tank	Fill tank
	Fuel supply pump malfunction	Check and replace pump if necessary
	Air in fuel system	Check fuel lines, unions, supply pump, filters and injection pump for air; then bleed the air from the circuit
	Starter motor faulty	Repair or replace starter motor
	Thermostarter faulty	Check and replace thermostarter if necessary
Engine stalls	Idle speed too low	Adjust idle speed
	Injection pump delivery irregular	Check injection pump delivery on test bench
	Impurities or water in fuel lines	Disconnect fuel lines from injection pump and clean thoroughly. If necessary clean and dry the fuel tank
	Fuel filters clogged	Replace the filter cartridges
	Incorrect valve-rocker arm clearances	Adjust the clearance between the rocker arms and the valves
	Burnt or cracked valves	Replace the valves
	Air in fuel system	Check fuel lines, unions, supply pump, filters and injection pump for air, then bleed the air from the circuit
	Injection pump drive mechanism damaged	Replace damaged parts
Engine overheating	Coolant pump malfunction	Overhaul pump and replace if necessary
	Thermostat faulty	Replace the thermostat
	Radiator inefficient	Remove internal deposits by flushing. Check for leaks and repair
	Deposits in cylinder head and crankcase coolant passages	Flush out coolant system
	Coolant pump and fan drive belt slack	Check and adjust belt tension
	Coolant level low	Top up expansion tank with specified coolant mixture
	Incorrect engine timing	Check and adjust engine timing
	Injection pump calibration incorrect-delivering too much or too little fuel	Calibrate pump on test bench to values specified in calibration tables
	Air filter clogged	Clean filter unit and replace filter element if necessary
Engine lacks power and runs unevenly	Injection pump timing incorrect	Adjust injection pump timing
	Auto advance regulator in injection pump damaged	Overhaul injection pump and adjust on test bench to values specified in calibration table
	Control valve journal worn	Overhaul injection pump and adjust on test bench to values specified in calibration table
	Injection pump delivery irregular	Overhaul injection pump and adjust on test bench to values specified in calibration table

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Consumables

Component to be filled or topped up	Qty.	Recommended products	International specification
Cooling system: Without cab: FARMALL 65A, and FARMALL 75A FARMALL 85A FARMALL 95A, FARMALL 105Aand FARMALL 115A With cab: FARMALL 65A and FARMALL 75A FARMALL 85A FARMALL 95A, FARMALL 105A and FARMALL 115A	 **11 l** (**2.91 US gal**) **12 l** (**3.17 US gal**) **14 l** (**3.70 US gal**) **13 l** (**3.43 US gal**) **14 l** (**3.70 US gal**) **16 l** (**4.23 US gal**)	Water and antifreeze (Ethylene Glycol concentrate) liquid 50% + 50% **CASE IH AKCELA PREMIUM ANTI-FREEZE MS1710**	-
Windscreen washer bottle	**2 l** (**0.53 US gal**)	Water & cleaning liquid	-
Fuel tank	**110 l** (**29.06 US gal**)	Decanted and filtered diesel fuel	-
Engine sump: FARMALL 65A and FARMALL 75A FARMALL 85A FARMALL 95A, FARMALL 105A and FARMALL 115A	 **7.6 l** (**2.01 US gal**) **8.5 l** (**2.25 US gal**) **10 l** (**2.64 US gal**)	**CASE IH AKCELA NO. 1™ ENGINE OIL MS 1121**	**API CH-4** **ACEA E5**
Brake control circuit	**0.4 l** (**0.1 US gal**)	**CASE IH AKCELA LHM FLUID**	**ISO 7308**
Front axle: Axle housing Final drives (each)	 **7 l** (**1.8 US gal**) **1.25 l** (**0.3 US gal**)	**CASE IH AKCELA NEXPLORE™ FLUID MAT 3525**	**API GL-4** **ISO 32/46** **SAE 10W - 30**
Rear transmission (bevel drive and brakes), gearbox, hydraulic lift and P.T.O.	**46 l** (**12.15 US gal**)		
Rear final drives (each)	**5.3 l** (**1.40 US gal**)		
Front wheel hubs	-	**CASE IH AKCELA 251H EP MULTI-PURPOSE GREASE**	**NLGI 2**
Grease fittings	-		

NOTICE: *Use only heavy-duty, low silicate coolant such as* ***CASE IH AKCELA PREMIUM ANTI-FREEZE****. Automotive antifreeze purchased at local supply store outlets most likely is not low silicate and must not be used in heavy-duty diesel engines. Always have a minimum of 50% ethylene glycol coolant in the cooling system, adjusting the concentration based on ambient temperature, according to coolant label instructions. Use good quality water. Deionized water is ideal for cooling systems and is contained in some prepackaged coolants labeled as pre-mixed with water. If the low silicate ethylene glycol coolant is not pre-charged with supplemental diesel coolant additive/inhibitor, this must be added to the solution to provide protection against corrosion and pitting.*

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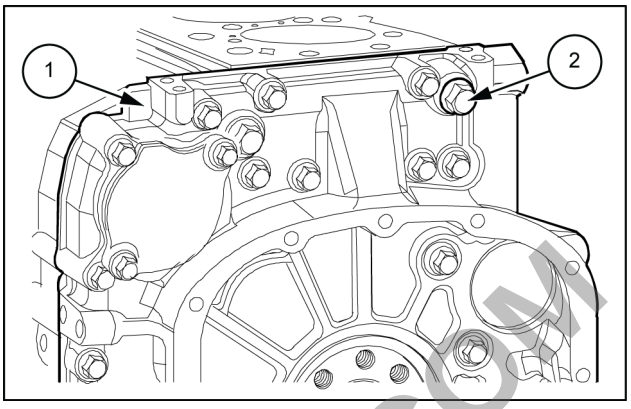
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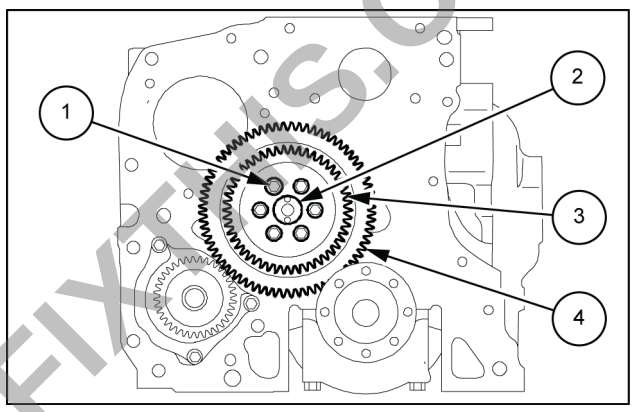
46. Take out the screws **(2)** and remove the timing gear box **(1)**, retrieving the injection pump gear.

NOTE: *Note down the assembly position of the screws **(2)** as they have different sizes.*



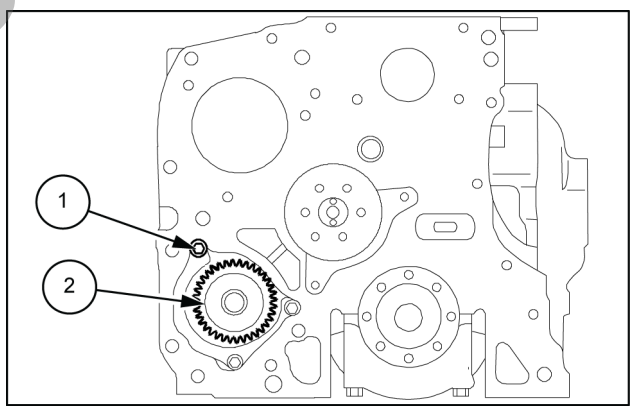
ANIL12TR00466AB 20

47. Take out the screws **(1)** and remove the gears **(3)** and **(4)** from the camshaft **(2)**.



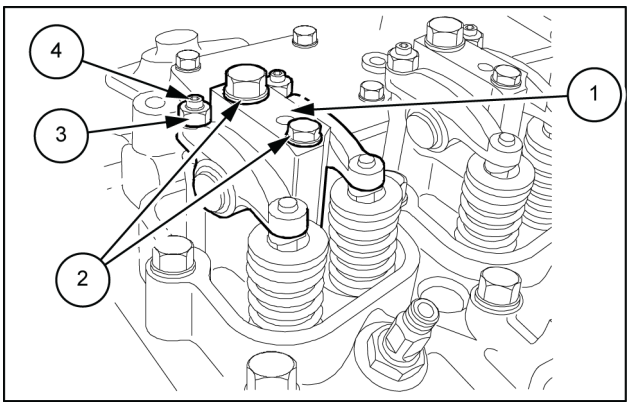
ANIL12TR00467AB 21

48. Take out the bolts **(1)** and remove the hydraulic pump drive gear **(2)**.



ANIL12TR00468AB 22

49. For each cylinder, remove the rocker arm assembly **(1)** loosen the adjuster nuts **(3)**, unscrew the adjusters **(4)** and take out the screws **(2)**.

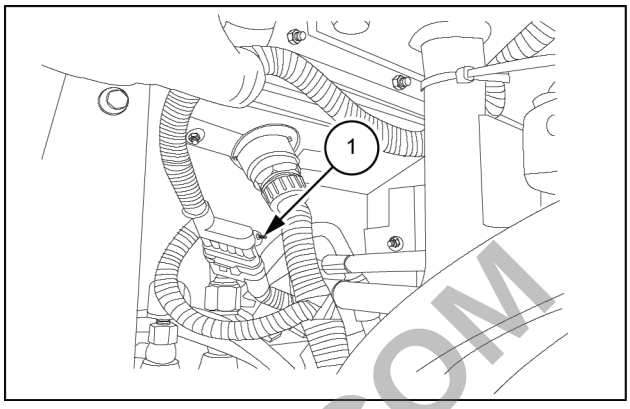


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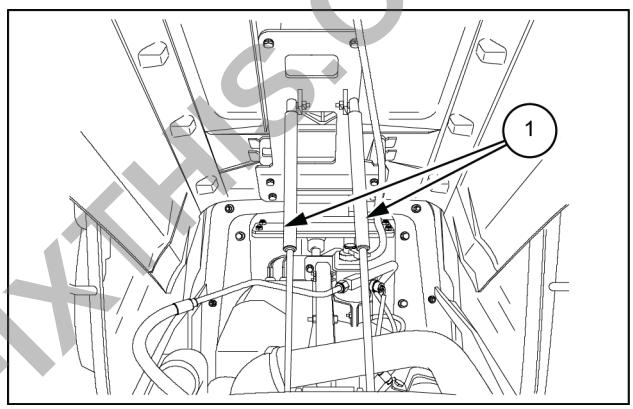
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7. Disconnect the electrical connection **(1)** of bonnet.



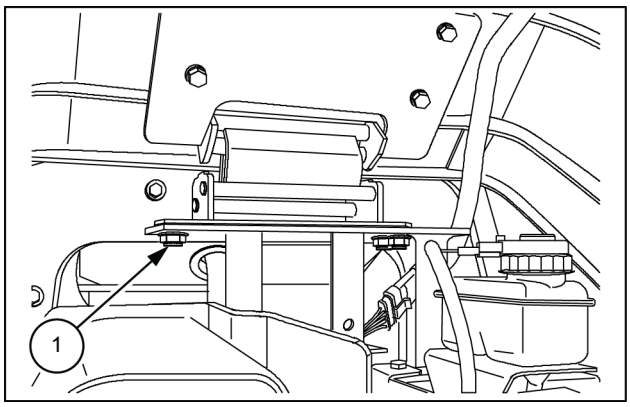
ANIL12TR01260AB 5

8. Detach the gas struts **(1)** from the bonnet.



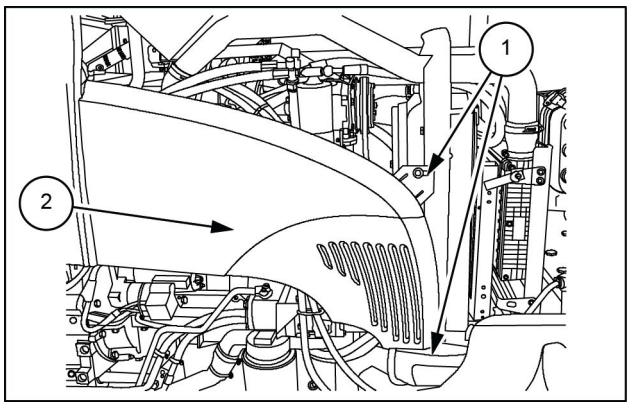
ANIL12TR01261AB 6

9. Remove the four bonnet hinge bolts **(1)** and lift the bonnet clear.



ANIL12TR01262AB 7

10. Remove the two retaining bolts **(1)** and the guard **(2)** on the right and left hand side of the fan.



ANIL12TR01263AB 8

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Problem	Possible Cause	Correction
	Excessive tappet / valve noise	Check for broken springs or excessive play between valve stems and guides, cam followers and bores, adjust valve clearances
Engine produces excessive black or dark grey smoke	Maximum delivery of injection pump too high	Calibrate pump on test bench to values specified in calibration tables
	Injection pump delivery excessively retarded or automatic advance regulator damaged	Adjust injection pump timing or check automatic advance regulator
	Injection pump delivery excessively advanced	Adjust injection pump timing
	Injectors partially or totally obstructed or incorrectly adjusted	Clean and overhaul injectors and adjust pressure setting, replace if necessary
	Air filter clogged	Clean filter unit and replace filter element if necessary
	Loss of engine compression due to: Piston rings sticking, Cylinder liner wear, Worn or incorrectly adjusted valves	Replace damaged parts or, if necessary, overhaul the engine
	High-pressure fuel lines damaged	Inspect and replace if necessary
Blue, grey-blue or grey-white smoke	Injection pump delivery excessively retarded or automatic advance regulator damaged	Adjust injection pump timing or check automatic advance regulator
	Injectors obstructed or damaged	Clean, overhaul and calibrate injectors, replace if necessary
	Oil leaking past piston rings due to sticking rings or cylinder liner wear	Replace damaged parts or, if necessary, overhaul the engine
	Oil leaking through the inlet valve guides due to guide or valve stem wear	Overhaul cylinder head
	Engine does not reach correct operating temperature (thermostat faulty)	Replace the thermostat
Engine runs On after switching Off	Engine stop electromagnet damaged	Replace electromagnet
	All-speed governor damaged	Overhaul injection pump and adjust on test bench to values specified in calibration table

Engine - Troubleshooting (8000 Engine)

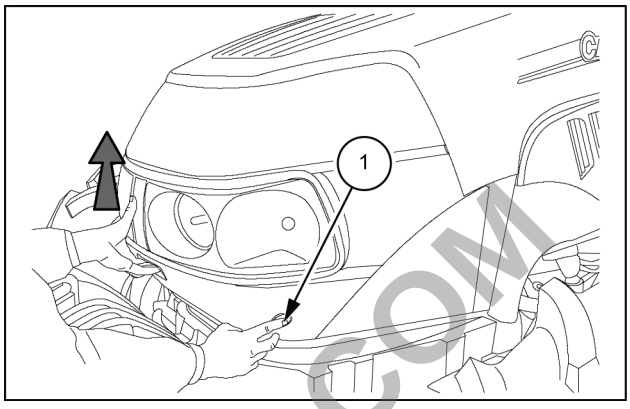
FARMALL A

Problem	Possible Cause	Correction
Engine does not start	Batteries partially discharged	Check and recharge battery. Replace if necessary
	Battery terminal connections corroded or loose	Clean, inspect and tighten terminal nuts. Replace terminals and nuts if excessively corroded
	Incorrect injection pump timing	Adjust injection pump timing
	Impurities or water in fuel lines	Disconnect fuel lines from injection pump and clean thoroughly. If necessary clean and dry the fuel tank
	No fuel in tank	Fill tank
	Fuel supply pump malfunction	Check and replace pump if necessary
	Air in fuel system	Check fuel lines, unions, supply pump, filters and injection pump for air, then bleed system
	Starter motor faulty	Repair or replace starter motor
	Faulty thermostart	Check and replace thermostart, if necessary
Engine stalls	Idle speed too low	Adjust idle speed

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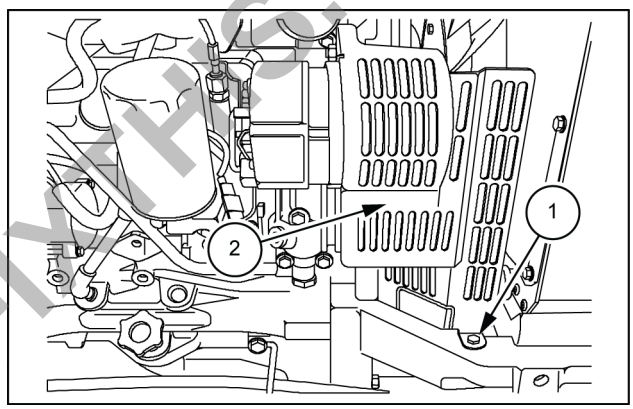
Water pump - Remove (NEF Engine)

1. Raise the bonnet **(1)**.
2. Disconnect the battery negative cable.



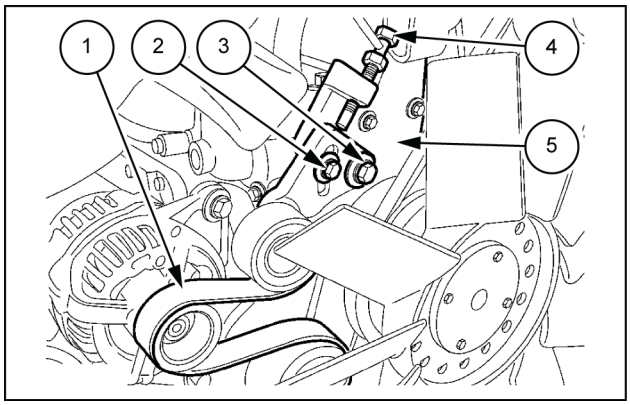
ANIL12TR00429AB 1

3. Remove the three retaining bolts **(1)** and the guard **(2)** on the right-hand side of the fan.



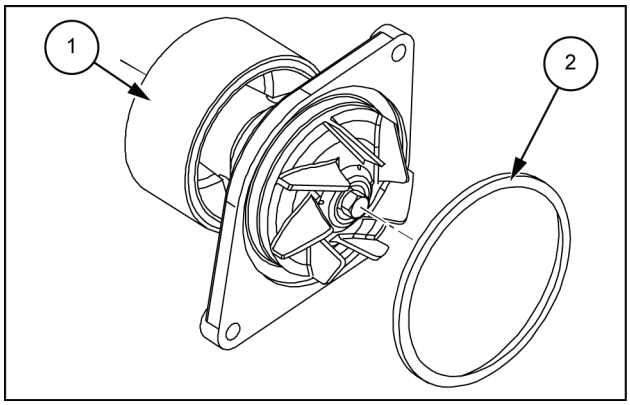
ANIL12TR00430AB 2

4. Detach the fitting of the return pipe for the coolant from the cab heater radiator connected to the underside of the coolant pump and drain off the engine coolant.
5. Loosen the screws **(2)** and **(3)** retaining and pivoting the tightener to the cover **(5)**.
6. Loosen the screw **(4)** for tensioning the belt **(1)** and remove the belt.



ANIL12TR00431AB 3

7. Remove two retaining screws and the coolant pump **(1)**.

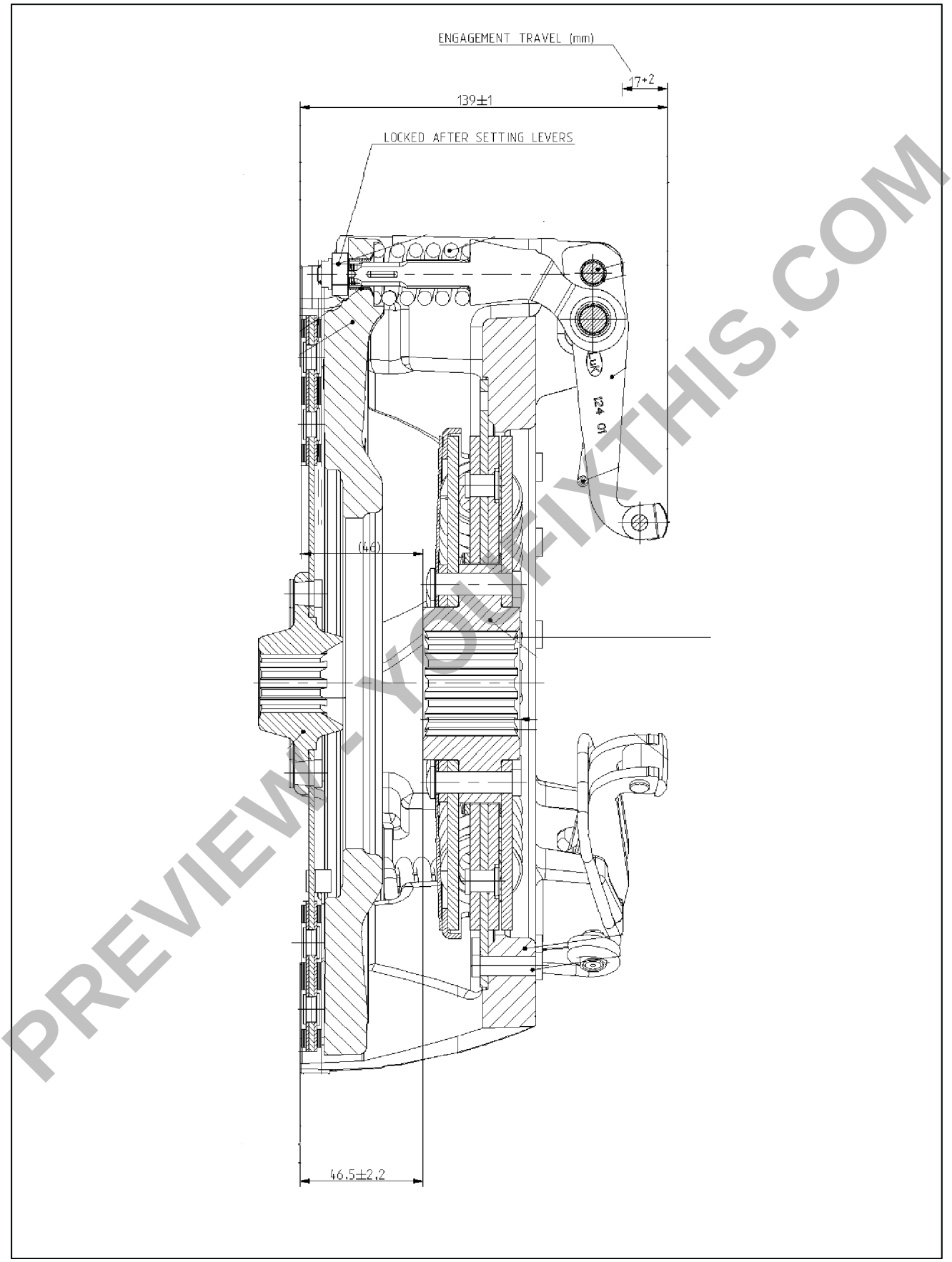


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Longitudinal section of power shuttle LUK clutch



ANIL12TR01205HA 2

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Problem	Possible Cause	Correction
	Friction disc **(9)** (Fig. **Clutch - Sectional view (F5 Engine) (18.110)**) distorted	Replace disc and adjust clutch control lever
	Friction disc **(9)** (Fig. **Clutch - Sectional view (F5 Engine) (18.110)**) with damaged hub springs or loose hub rivets	Replace friction disc
	Oil or grease contaminating the friction lining of discs **(8)** and **(9)** (Fig. **Clutch - Sectional view (F5 Engine) (18.110)**)	Replace the discs, identify and eliminate the source of lubricant inside the clutch housing and thoroughly clean the friction surfaces
Clutch sticks and drags	Disc friction linings **(8)** and **(9)** (Fig. **Clutch - Sectional view (F5 Engine) (18.110)**) or discs deformed.	Replace and adjust the discs
	Seizure of the external control linkage	Check, replace defective parts and lubricate
	Controls badly adjusted	Adjust controls (see Fig. **Clutch - Overhaul (F5 Engine) (18.110)**)
Clutch noisy when engaged and/or disengaged	Thrust bearing worn	Replace bearing
	Friction disc **(9)** (Fig. **Clutch - Sectional view (F5 Engine) (18.110)**) with damaged hub springs or loose hub rivets	Replace friction disc
Clutch pedal too stiff	Partial seizure of external control linkages	Check linkage pivots and lubricate
	Stiffening of pedal pivot	Check pivot and lubricate

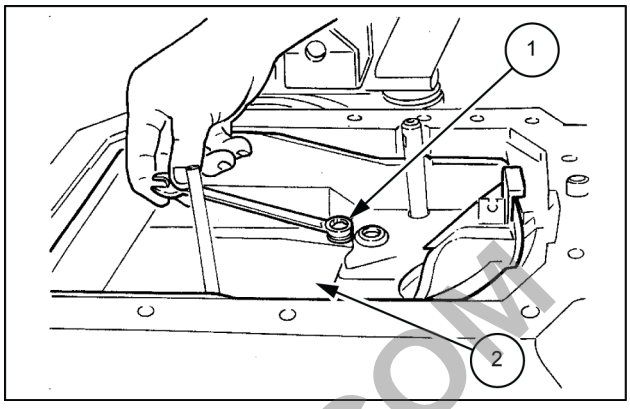
Clutch - Troubleshooting (NEF Engine)

FARMALL A

Problem	Possible Cause	Correction
Clutch slips	Worn clutch plates **(8)** and **(9)** (**Clutch - Sectional view (NEF Engine) (18.110)**) and/or worn pressure plate and flywheel	Check and compare the data given on the pages indicated; replace any parts which are worn up to or over the limit and adjust levers and clutch control linkage
	Belleville spring **(1)** (**Clutch - Sectional view – (8000 Engine) (18.110)**) distorted or otherwise damaged	Replace the belleville spring
	Friction linings of discs **(8)** and **(9)** (**Clutch - Sectional view (NEF Engine) (18.110)**) contaminated with oil and grease	Replace discs, identify and eliminate the source of lubricant inside the clutch housing and thoroughly clean the friction surfaces
Fierce clutch	Partial seizure of the external control linkage	Check linkage pivots and lubricate
	Friction disc **(9)** (**Clutch - Sectional view (NEF Engine) (18.110)**) distorted	Replace disc and adjust clutch control lever
	Friction disc **(9)** (**Clutch - Sectional view (NEF Engine) (18.110)**) with damaged hub springs or loose hub rivets	Replace friction disc
	Oil or grease contaminating the friction lining of discs **(8)** and **(9)** (**Clutch - Sectional view (NEF Engine) (18.110)**)	Replace the discs, identify and eliminate the source of lubricant inside the clutch housing and thoroughly clean the friction surfaces
Clutch sticks and drags	Disc friction linings **(8)** and **(9)** (**Clutch - Sectional view (NEF Engine) (18.110)**) or discs deformed	Replace and adjust the discs
	Seizure of the external control linkage	Check, replace defective parts and lubricate
	Controls badly adjusted	Adjust controls (See **Clutch - Overhaul (NEF Engine) (18.110)**)

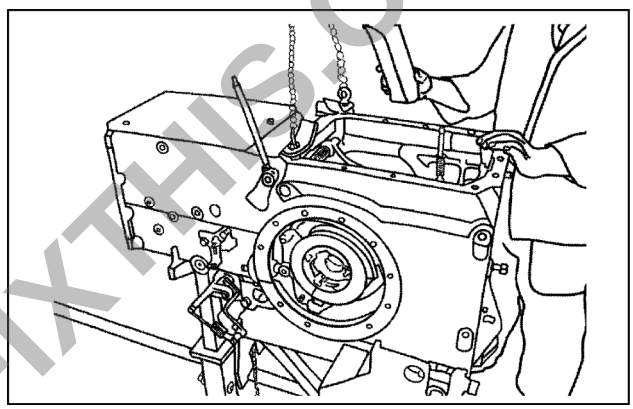
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28. Unscrew the bolt **(1)** and remove the internal oil tank **(2)** from the rear transmission case.



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29. Connect the rear transmission-gearbox case to the hoist by chain. Remove the rear transmission-gearbox case using trolley stand **380000236**.



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Four-Wheel Drive (4WD) system - 23

Four-Wheel Drive (4WD) gearbox - 304

FARMALL 105A , FARMALL 115A , FARMALL 65A , FARMALL 75A , FARMALL 85A , FARMALL 95A

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Bevel gear set and differential carrier - Adjust

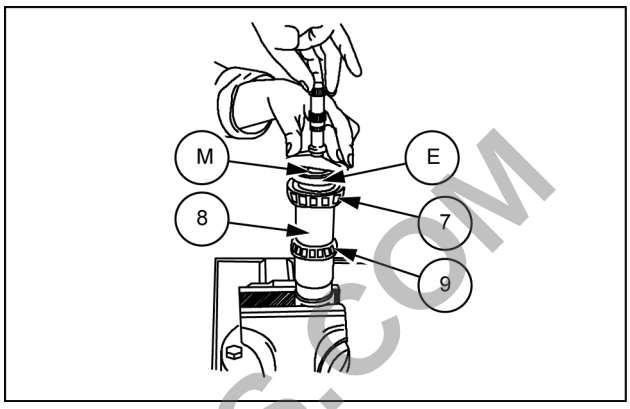
Adjustment of the preload of the pinion shaft bearings

Proceed as follows:

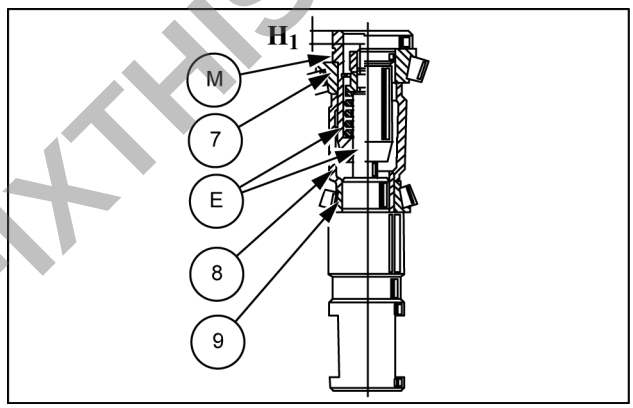
1. Install the bevel pinion bearing cones **(7)** and **(9)** with spacer **(8)** on tool **293438 (E)**.

NOTE: *For Farmall 65A and Farmall 75A models, place the spacer **(M)** outside the bearings.*

2. Fully tighten tool nut **(M)**.
3. Measure the distance “H1” between the end of the pin on the bottom of the tool and the top surface of the tool.

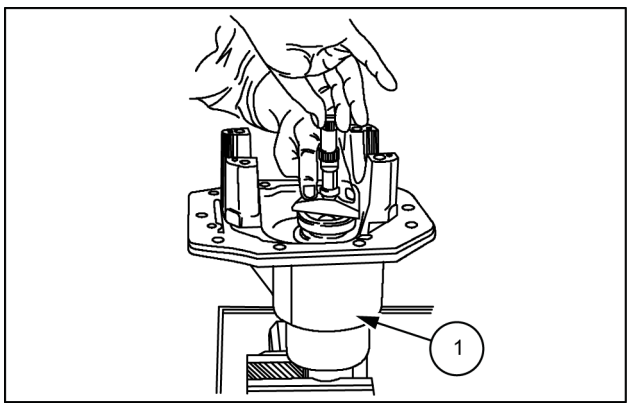


ANIL12TR00362AB 1



ANIL12TR00363AB 2

4. Remove the bearing cones and spacer from the tool. Lubricate bearings with engine oil and re-install onto the tool, inserting differential carrier **(10)** with bearing cups.
5. Fully tighten tool nut **(M)** while rotating the differential carier through ten revolutions to settle the bearings.
6. Measure dimension “H3” of the tool in this condition.



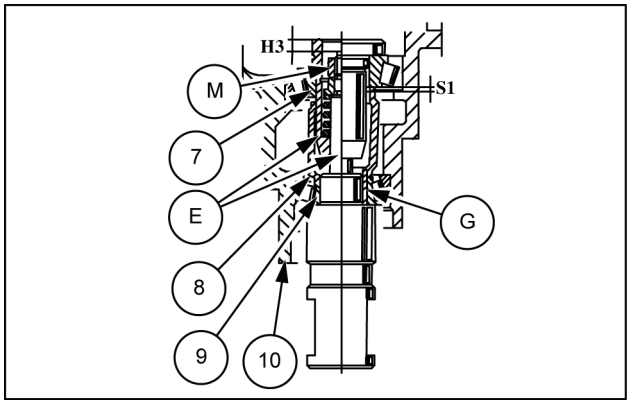
ANIL12TR00364AB 3

7. Thickness of shims “S1” will be given by:

$S1 = H_3 - H1 + 0.10$ mm (**0.0039 in**)

If necessary, round off “S1” to the nearest **0.05 mm** (**0.0020 in**)

NOTE: *On completing the adjustment, do not remove the adjustment tool from the bevel drive-differential housing. Leave in place for adjustment of the drive pinion position. See following subject matter.*



ANIL12TR00365AB 4

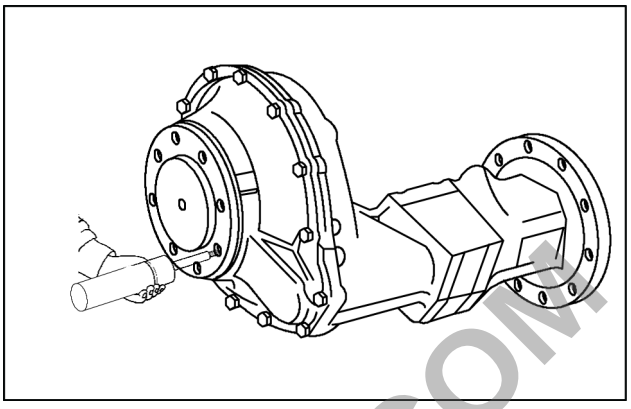
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10. You can fill this cavity after the shaft is installed by pumping grease trough the wheel bolt holes as show in the picture.

Fill bolt hole until grease can be seen in bolt holes alongside, then move to the next set of holes.

11. Install drive wheel to drive wheel shaft. Torque the **M18 x 1.5** retaining bolts to **255 N·m** (**188.08 lb ft**).

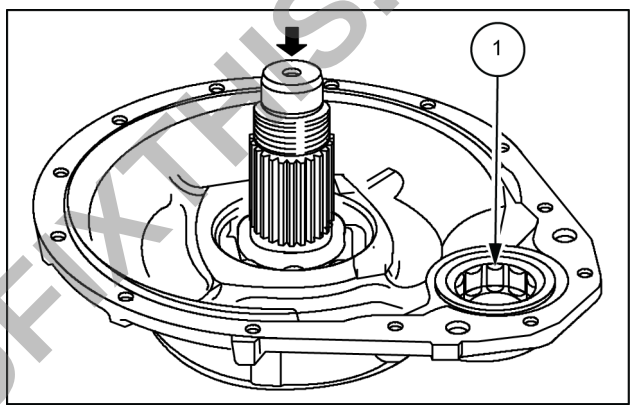


ANIL12TR00636AA 9

Assembly

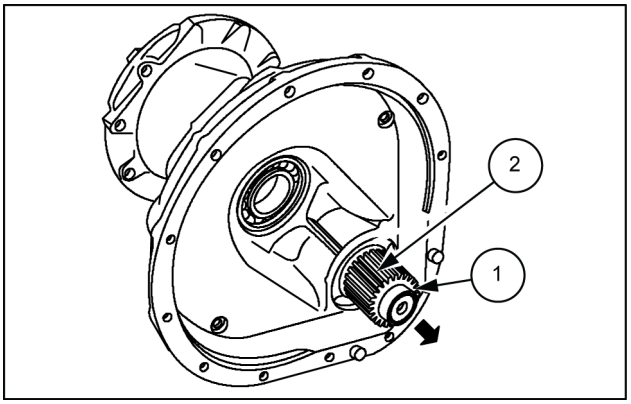
Carry out the above operations in the reverse order, bearing in mind the following:

12. Place the roller bearing **(1)** Fig. **10** outer ring in its seat in the final drive cover with mark on the outside.
13. Install the other bearings, using appropriate installers.
14. Fit the half shaft and wheel shaft, taking care not to damage the seals **(11)** and **(12)** (. **Powered rear axle - Sectional view (27.100)**)



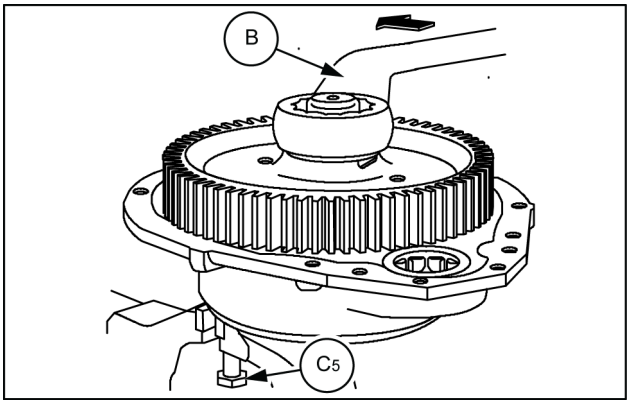
ANIL12TR00637AB 10

15. Fit the roller bearing internal ring **(1) 11** on the half shaft **(2)** having heated it in the oil to **80 - 90 °C** (**176 - 194 °F**).



ANIL12TR00638AB 11

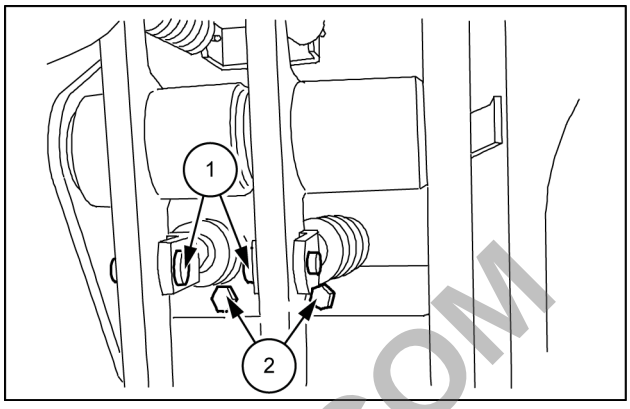
16. Tighten the gear locknut **(C5)** (Fig. **Powered rear axle - Sectional view (27.100)**), using wrench **(B)**, previously used for disassembly.
17. Tighten all the nuts and screws to the torque values given on **Powered rear axle - General specification (27.100)**.
18. Clean and grease the surfaces in contact between the housing **(10)** and the cover **(3)**, inserting a new seal **(20)** (Fig. **Powered rear axle - Sectional view (27.100)**).
19. Throughly clean and grease the surfaces **(X)** (Fig. **Gearbox - Remove (21.120)**), applying jointing compound.



ANIL12TR00639AB 12

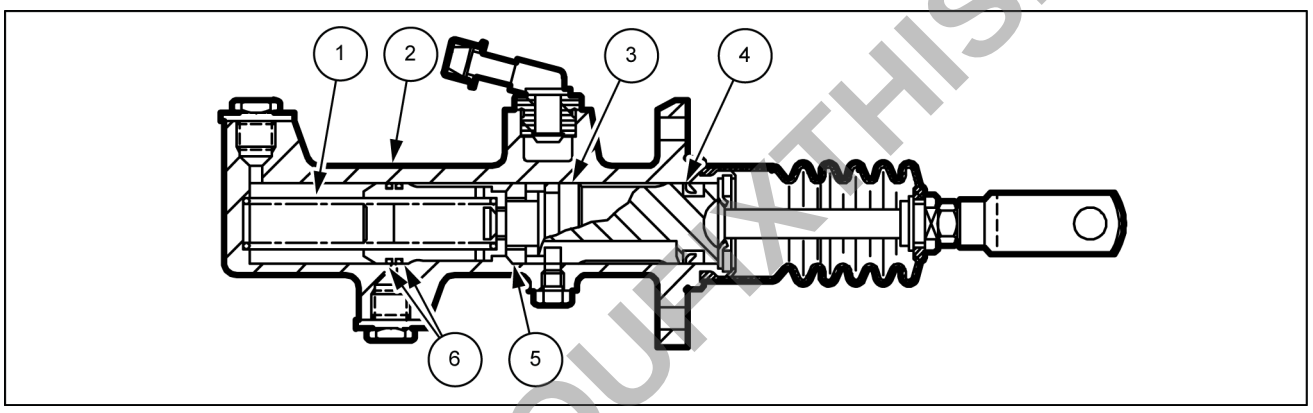
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10. Remove the retaining pins and withdraw the brake pump control fork articulation dowels **(1)**.
11. Undo the bolts **(2)** that secure the brake control pumps to the cab and withdraw the pumps from the engine side.



ANIL12TR00571AB 8

Sectional drawing of service brake control pump (master cylinder)



ANIL12TR00572EB 9

1. Spring
2. Pump body
3. Control piston
4. Rear seal
5. Central seal
6. Front seal

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30. Fit the flex bar and measure the new distance **(L_9)** between the top end of the rod **(3)** and the micrometer gauge resting surface on the tool.

NOTE: *The distance **(L_7)** (Fig. **19**), that the top end of the rod **(2)** (Fig. **19**), protrudes with respect to the transmission casing (with flex bar fitted) is given by: $L_7 = L_5 - L_9$*
where:
*L_5 and L_9 = distance measured with tool **380000263** mounted on surface plate **(L_5)** (Fig. **18**) or on the transmission casing **(L_9)**.*

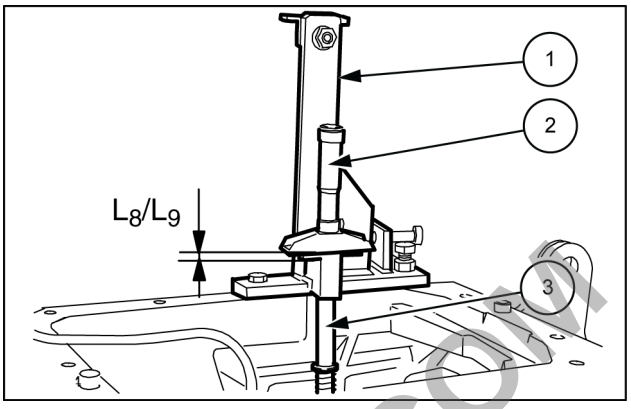
31. Check that the distance **(L_7)** is at least **5 mm** (**0.1969 in**) greater than the distance **(L_6)**.

32. Slacken the lock nut **(1)** (Fig. **19**) and adjust the length of the draft control rod until it protrudes by a new distance (L_7 = **18.3 - 18.5 mm** (**0.7205 - 0.7283 in**)).

33. This distance **(L_7)** can be calculated by subtraction using tool **380000263**: $L_{10} = L_5 - L_7$

where:
L_7 = **18.3 - 18.5 mm** (**0.7205 - 0.7283 in**). Distance the end of the rod **(2)** (Fig. **19**), protrudes with respect to the transmission casing during operation.
L_5 = distance measured with tool **380000263** mounted on the surface plate.
L_{10} = distance to be measured with the micrometer gauge on tool **380000263**.

34. Tighten the lock nut **(1)** (Fig. **19**), and mount the lift on the tractor.

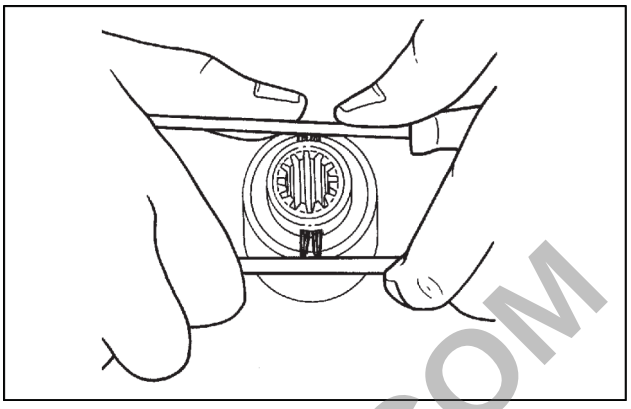


ANIL12TR00938AB 20

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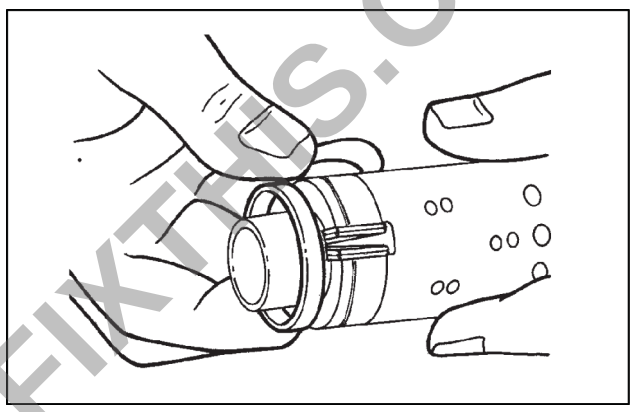
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7. After inserting the springs in the seat, align and centre (as shown in the drawing).



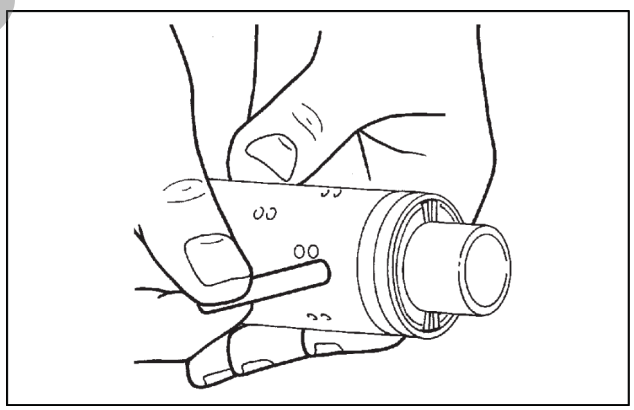
ANIL12TR01022AA 4

8. Fit the neutral position spring retaining ring on the valve seat sleeve, remembering that the ring must rotate freely without being impeded by the springs.



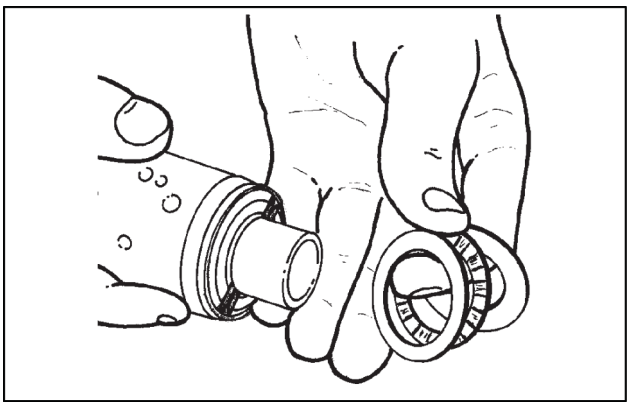
ANIL12TR01023AA 5

9. Insert the sleeve-rotor drive shaft trim pin.



ANIL12TR01024AA 6

10. Fit the thrust bearing, following the order indicated in Fig. **8**.



ANIL12TR01025AA 7

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Air conditioning - Static description

FARMALL A

Use of the air-conditioning system

The air-conditioning system provides cool, dehumidified air or warm dehumidified air.

To operate the system proceed as follows.

ATTENTION: *The air-conditioning system is not operational when the engine is not running as the compressor is driven by the engine.*

Switching On the air-conditioning

With the engine running, turn knob **(2)**, (**Heating - Component identification (50.100)**) to start the air-conditioning.

ATTENTION: *Before switching On the conditioner, always switch On the fan. When the fan control knob is in the "OFF" position, the air-conditioning cannot function.*

After a few minutes of operation, liquid visible in the sight glass **(7)**, (**Air conditioning - Detailed view (50.200)**) on top of the filter should be clear and free of bubbles. If not, consult the specialised personnel at your Dealer.

Adjustment

To obtain correct cab air-conditioning, when the system is in operation keep the recirculation vents open and keep the doors, hatch and rear window closed.

To lower the temperature and, at the same time, the humidity of the air inside the cab, turn knob **(2)**, (**Heating - Component identification (50.100)**) counter-clockwise until the desired temperature is obtained.

ATTENTION: *Before starting the engine, check that the air-conditioning knob* ***(2)*** *(* ***Heating - Component identification (50.100)****) is in the "OFF" position.*

NOTE: *When working in very dusty conditions, to increase the pressure inside the cab to prevent dust entering, it is advisable to close the recirculation vents.*

If you wish to use the dehumidifying function without lowering the air temperature, turn knob **(2)**, (**Heating - Component identification (50.100)**) clockwise to obtain the desired temperature.

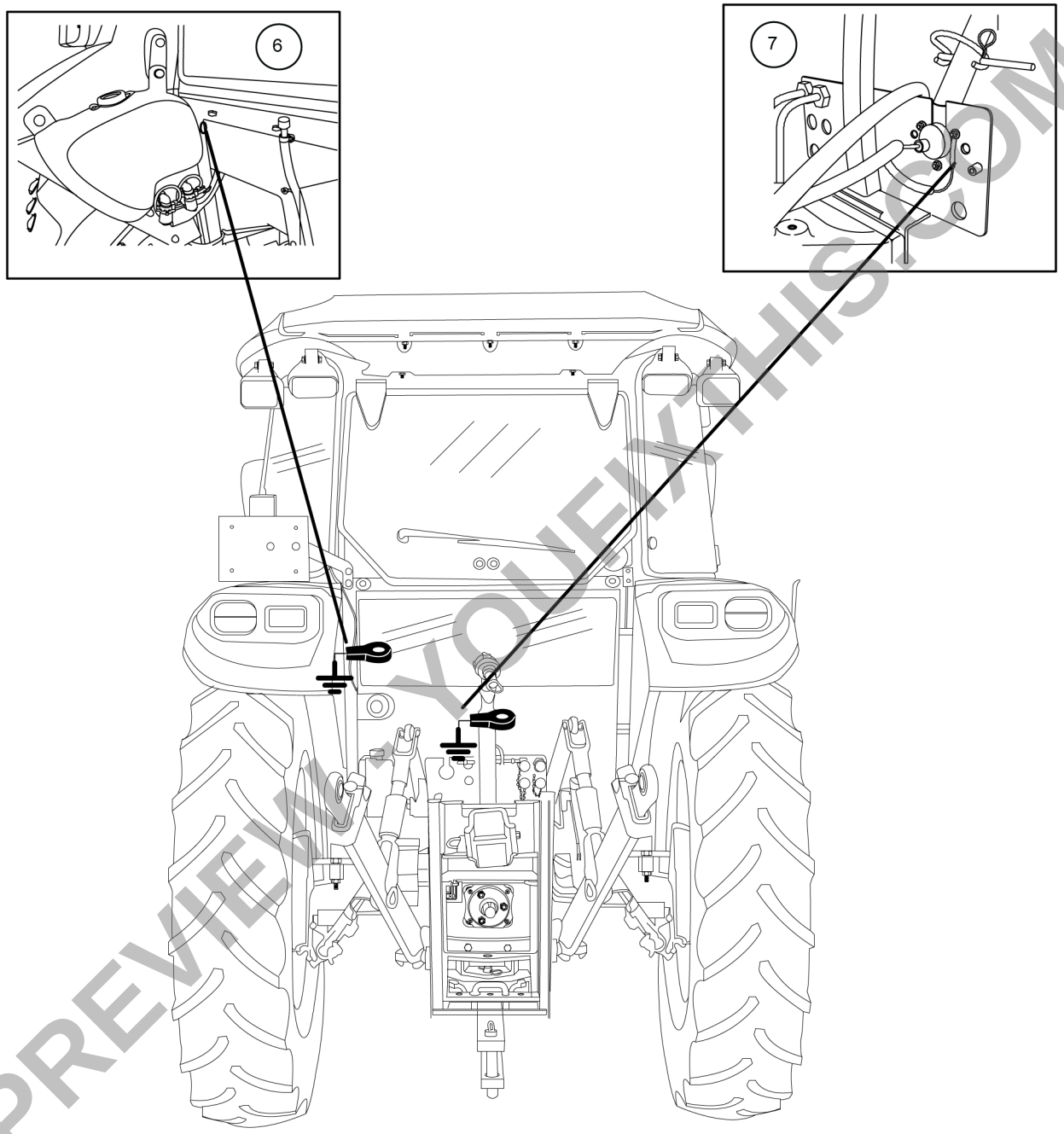
After prolonged operation in hot sunshine, to bring the air inside the cab back to the optimum temperature, without the tractor moving switch On the air-conditioner and open the rear window or hatch to discharge the hot air.

Switching Off the air-conditioning system

Before stopping the engine, always switch Off the air-conditioner by turning knob **(2)**, (**Heating - Component identification (50.100)**), then turn the fan control knob **(1)**, (**Heating - Component identification (50.100)**) to the "OFF" position.

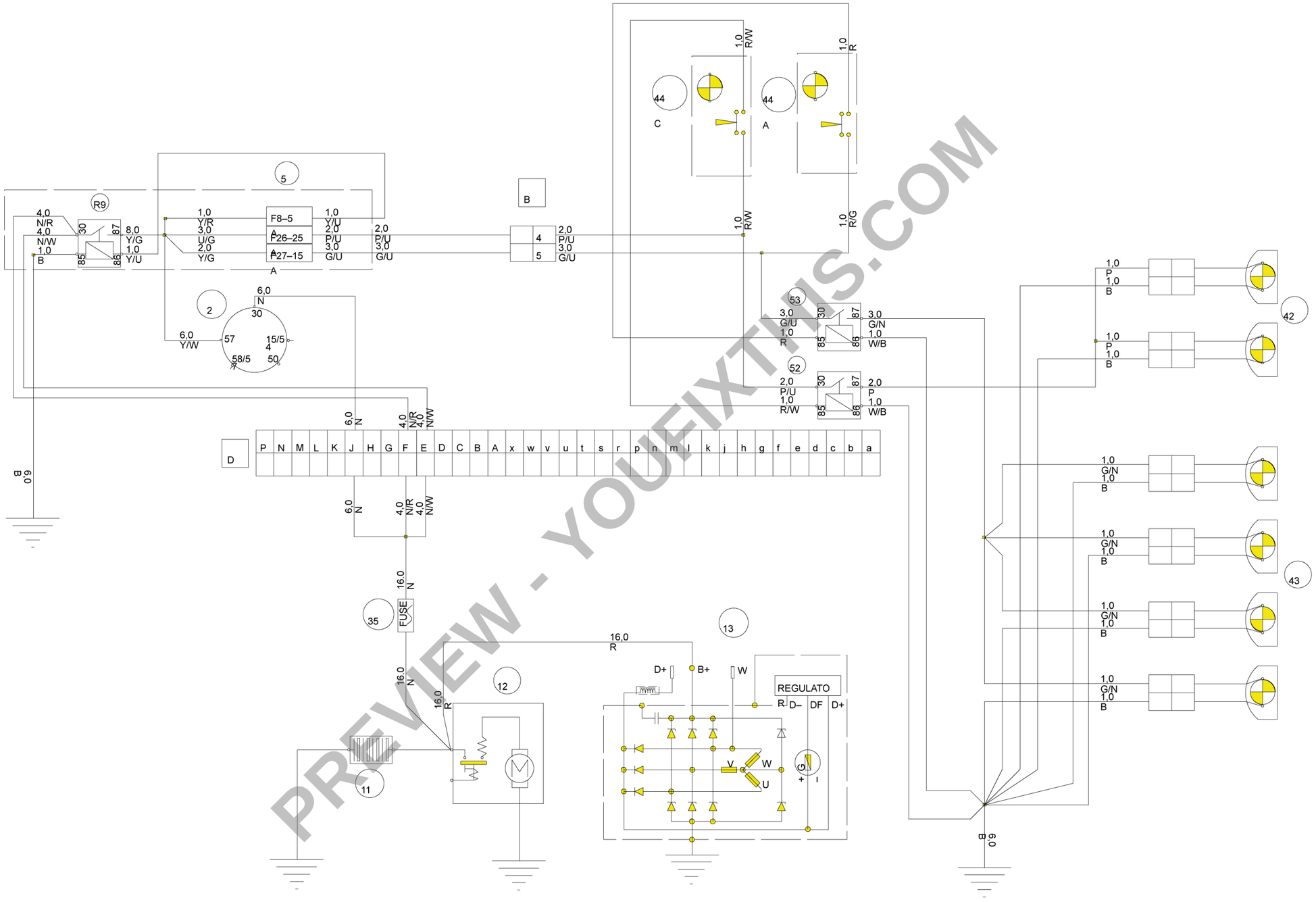
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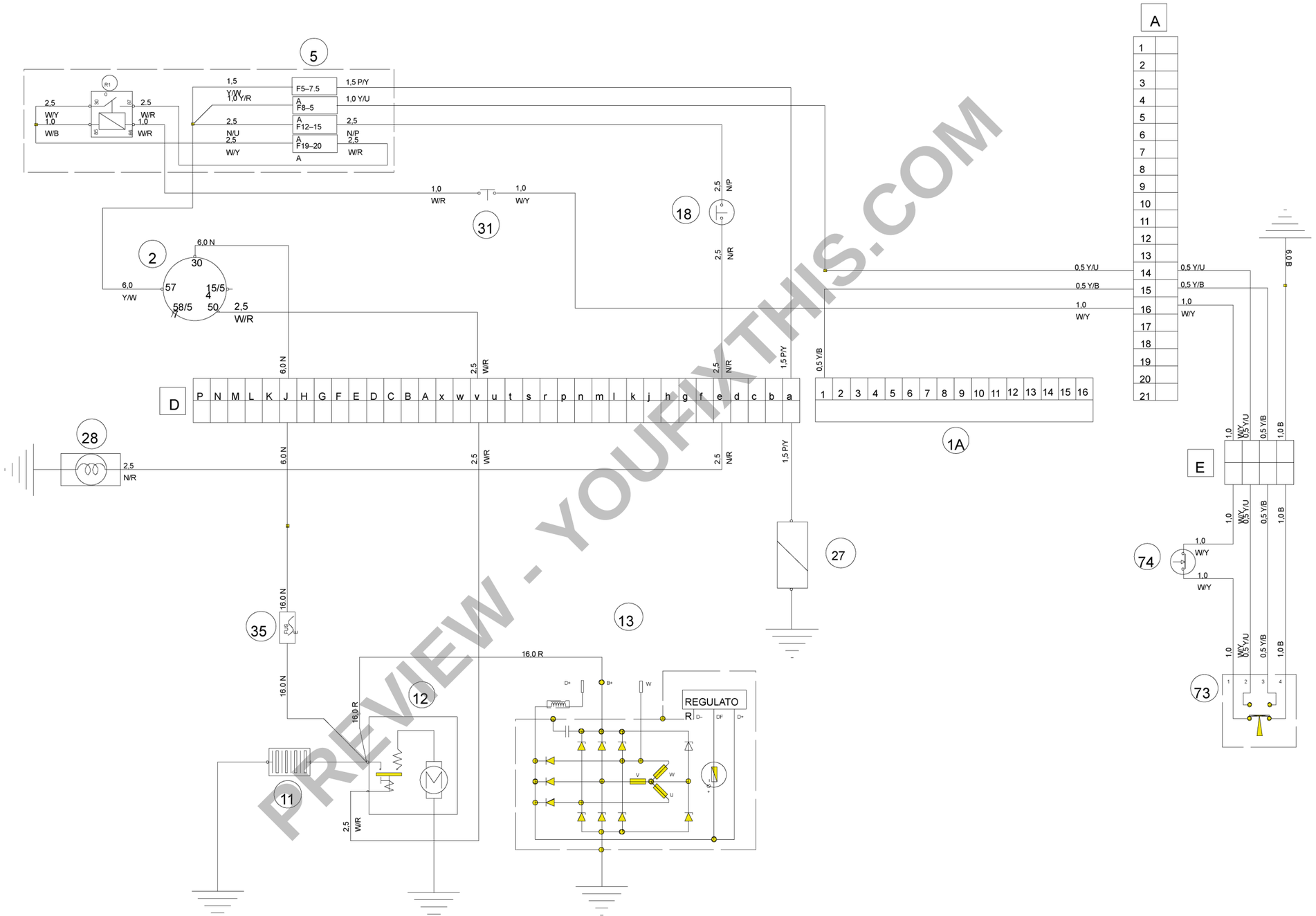
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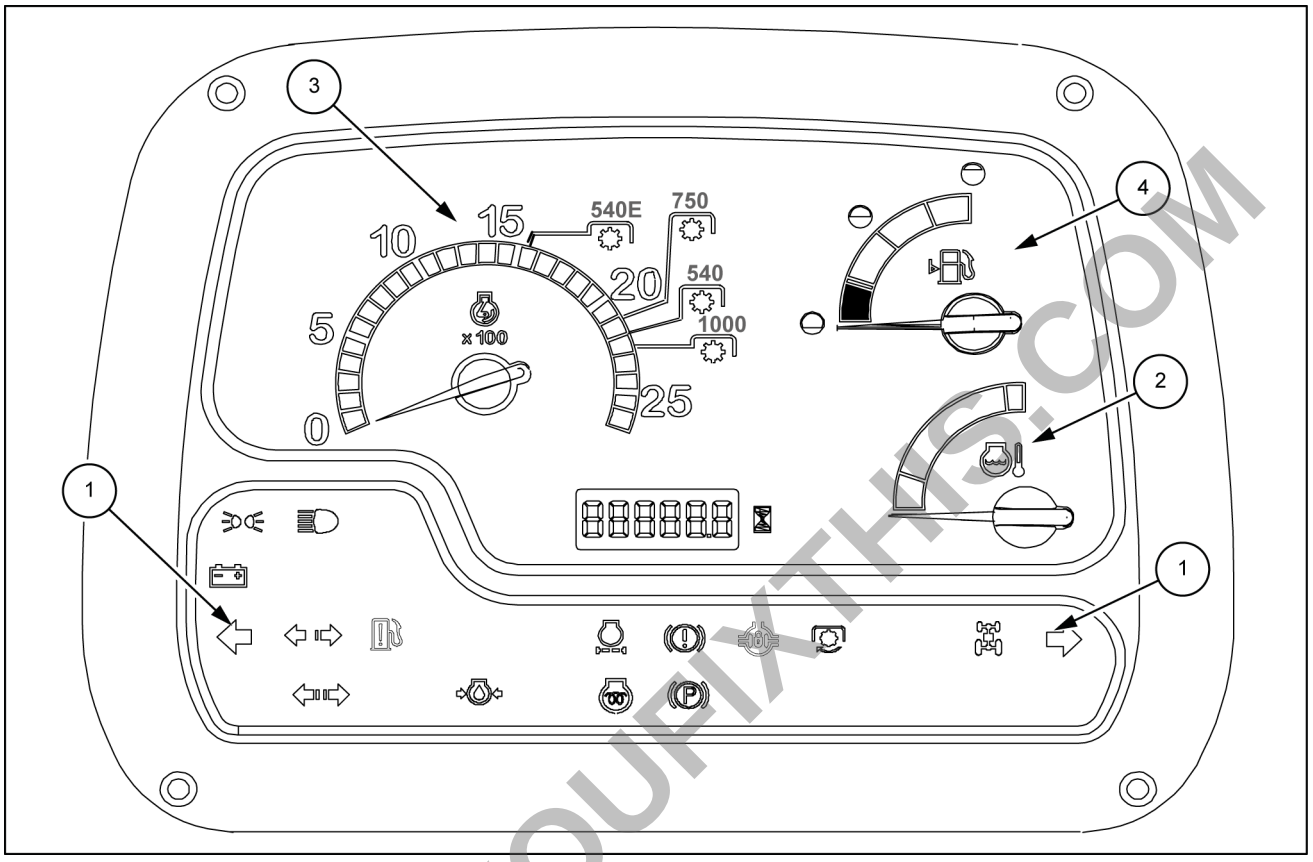
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Instrument cluster - Static description

FARMALL A

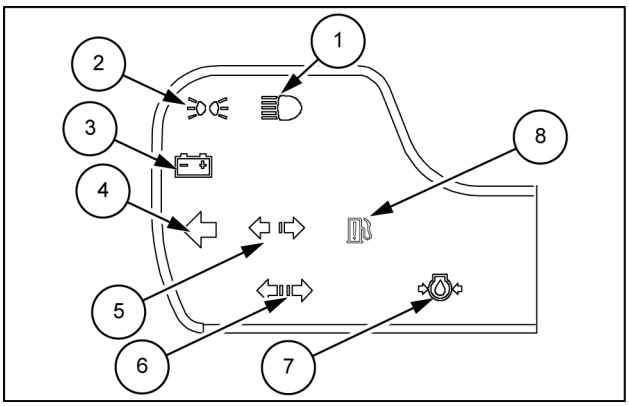


ANIL12TR01329FB 1

The instrument panel consists of four display sections:

1. Warning and indicator lights
2. Fuel level gauge
3. Proof meter
4. Engine coolant temperature gauge

	Condition	Indicator
1.	Main beam headlights	Fixed (blue)
2.	Side lights	Fixed (green)
3.	Battery charging system	Fixed (red)
4.	Left turn indicator	Flashing (green)
5.	First trailer direction indicator	Flashing (green)
6.	Second trailer direction indicator	Flashing (green)
7.	Low engine oil pressure indicator	Fixed (red)
8.	Water in fuel indicator	Fixed (red)



ANIL12TR01330AB 2

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