Tractors

JX70U JX80U
JX90U JX100U

Service Manual

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Mod 6-61030

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March 2002

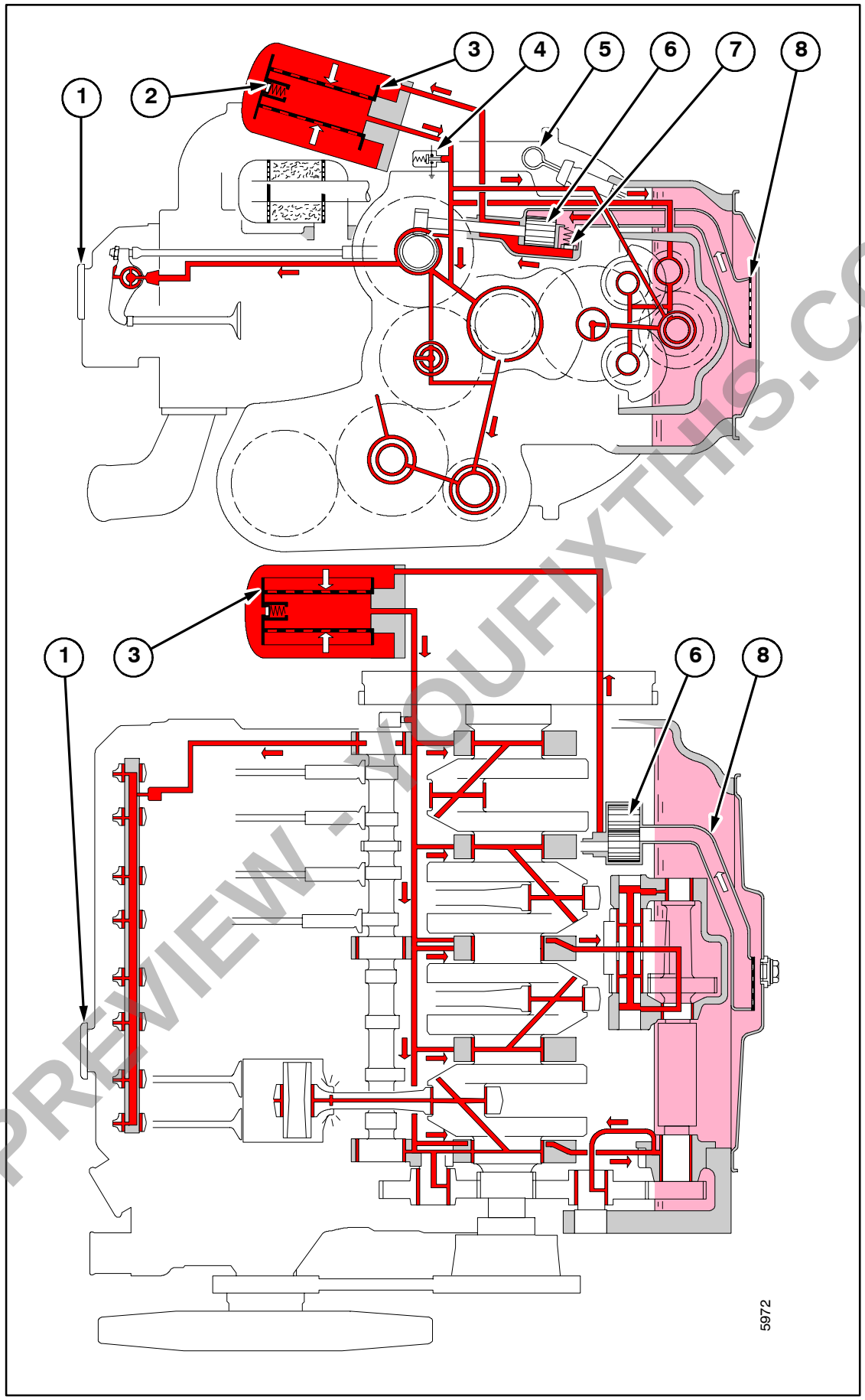
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(continued)

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4-cylinder engine lubrication system diagram

1. Oil filler cap - 2. Filter safety valve (intervenes when the oil pressure at the filter infeed exceeds the outfeed pressure by 21.75-24.66 psi (1.5-1.7 bar) - 3. Filter - 4. Engine lubrication oil low pressure indicator light switch (on dashboard) - 5. Dipstick - 6. Pump - 7. Oil pressure limiting valve - 8. Mesh filter on intake

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GENERAL SPECIFICATIONS	4 cylinders
Engine, technical type:	
– model JX70U – type 8045.06R.412/414 (BOSCH pump) .	See data Section 3001
– model JX70U – type 8045.06R.513 (BOSCH pump)	See data Section 3001
– model JX80U – type 8045.05R.412/414 (BOSCH pump) .	See data Section 3001
– model JX80U – type 8045.05R.512/513/518 (BOSCH pump)	See data Section 3001
– model JX90U – type 8045.25.402/404 (BOSCH pump) ...	See data Section 3001
– model JX90U – type 8045.25.502/503 (BOSCH pump) ...	See data Section 3001
– model JX100U – type 8045.25K.413 (BOSCH pump)	See data Section 3001
– model JX100U – type 8045.25K.513 (BOSCH pump)	See data Section 3001
Cycle	diesel, 4–stroke
Injection	direct
Number of on–line cylinders	4
Cylinder liners	dry force–fitted in cylinder block
Piston diameter	
– model JX70U	3.94 inch (100 mm)
– model JX80U	4.1 inch (104 mm)
– model JX90U	4.1 inch (104 mm)
– model JX100U	4.1 inch (104 mm)
Piston stroke	4.52 inch (115 mm)
Total displacement:	
– model JX70U	3613 cm^3
– model JX80U	3908 cm^3
– model JX90U	3908 cm^3
– model JX100U	3908 cm^3
Compression ratio for models JX70U and JX80U	17:1 normally aspirated
Compression ratio for models JX90U and JX100U	16.5:1 turbocharged
Maximum power:	
– model JX70U	48 kW (65 Hp)
– model JX80U	56 kW (75 Hp)
– model JX90U	63 kW (85 Hp)
– model JX100U	70 kW (95 Hp)
Maximum power speed	2500 rpm
Maximum torque speed – model JX70U	1400 rpm
Maximum torque speed – model JX80U	1400 rpm
Maximum torque speed – model JX90U	1500 rpm
Maximum torque speed – model JX100U	1500 rpm
Number of main bearings	5
Sump pan	structural, cast iron

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ANGLE TORQUE SETTING

PARTS TO TIGHTEN	Thread	Tightening torque		Angle
		Nm	kgm	
Cylinder head retaining screws (2, fig. 3)	M 12 x 1.25	70	7.1	90° + 90°
Main bearing cap bolts (4)	M 14 x 1.5	80	8.2	90°
Big-end cap bolts (5)	M 11 x 1.5	40	4.1	60°
Flywheel mounting bolts (3)	M 12 x 1.25	40	4.1	60°

TORQUE SETTINGS

PARTS TO TIGHTEN	Thread	Tightening torque	
		Nm	kgm
Rocker shaft pedestal bolts (1, fig. 3)	M 8	25	2.5
Crankshaft hub retaining nut (7)	M 30 x 1.5	294	30
Fan and alternator pulley bolts (6)	M 10 x 1.25	55	5.6
Additional rotating masses retaining bolts (1, fig. 4)	M 12 x 1.25	110	11.2
Intake manifold retaining bolts (1, fig. 70)	M 8	25	2.6
Alternator and belt tension adjustment nut (1, fig. 56)	M 10 x 1.25	55	5.6
Coolant pump retaining bolts (1, fig. 61)	M 10 x 1.25	55	5.6
Tappet cover nuts (1, fig. 82)	M 8	15	1.5
Rocker shaft pedestal bolts (2, fig. 83)	M 8	25	2.5
Oil pump and cover retaining bolts (1, fig. 91)	M 8	25	2.6
Timing gear case and cover bolts (1, fig. 95)	M 8	25	2.6
Intermediate flanged journal bolts (1, fig. 98)	M 10 x 1.25	55	5.6
Camshaft thrust plate retaining bolts (2, fig. 99)	M 8	35	3.6
Rear crankcase cover bolts (2, fig. 119)	M 8	25	2.6
Tappet adjuster locknuts (1, fig. 138)	M 8	22	2.2
Manifold/exhaust retaining bolts (1, fig. 66)	M 8	25	2.6
Engine sump retaining bolts (4, fig. 88): - timing gear rear seal, cover and casing - flywheel housing crankcase and casing: ● models JX70U and JX80U ..... ● models JX90U and JX100U	 M 10 x 1.25 M 10 x 1.25 M 10 x 1.25	 39 to 49 49 to 59 49 to 69	 4 to 5 5 to 6 5 to 7

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ENGINE
Removal-Installation

⚠ DANGER ⚠

Lift and handle all heavy parts using suitable lifting equipment. Make sure that assemblies or parts are supported by means of suitable slings and hooks. Make sure that no one is standing in the vicinity of the load to be lifted.

⚠ WARNING ⚠

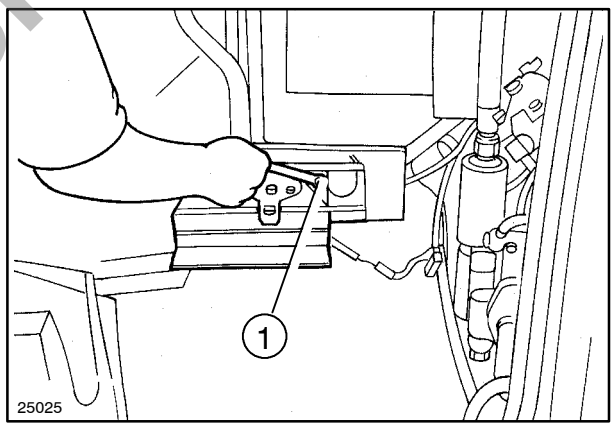
Always use appropriate tools to align fixing holes. NEVER USE YOUR FINGERS OR HANDS.

1. Disconnect the battery negative lead.

2. Drain the oil from the transmission-gearbox housing.

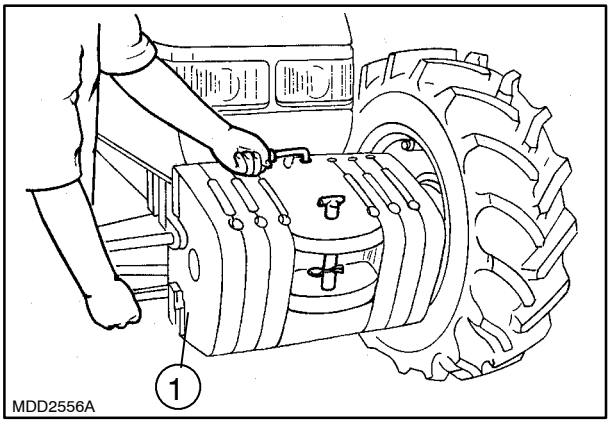
3. Drain off the engine cooling system refrigerant.

4. Remove the tool box and relative support bracket (1).



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5. Remove the split pins, lock pins and front ballast (1).



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ENGINE TROUBLESHOOTING

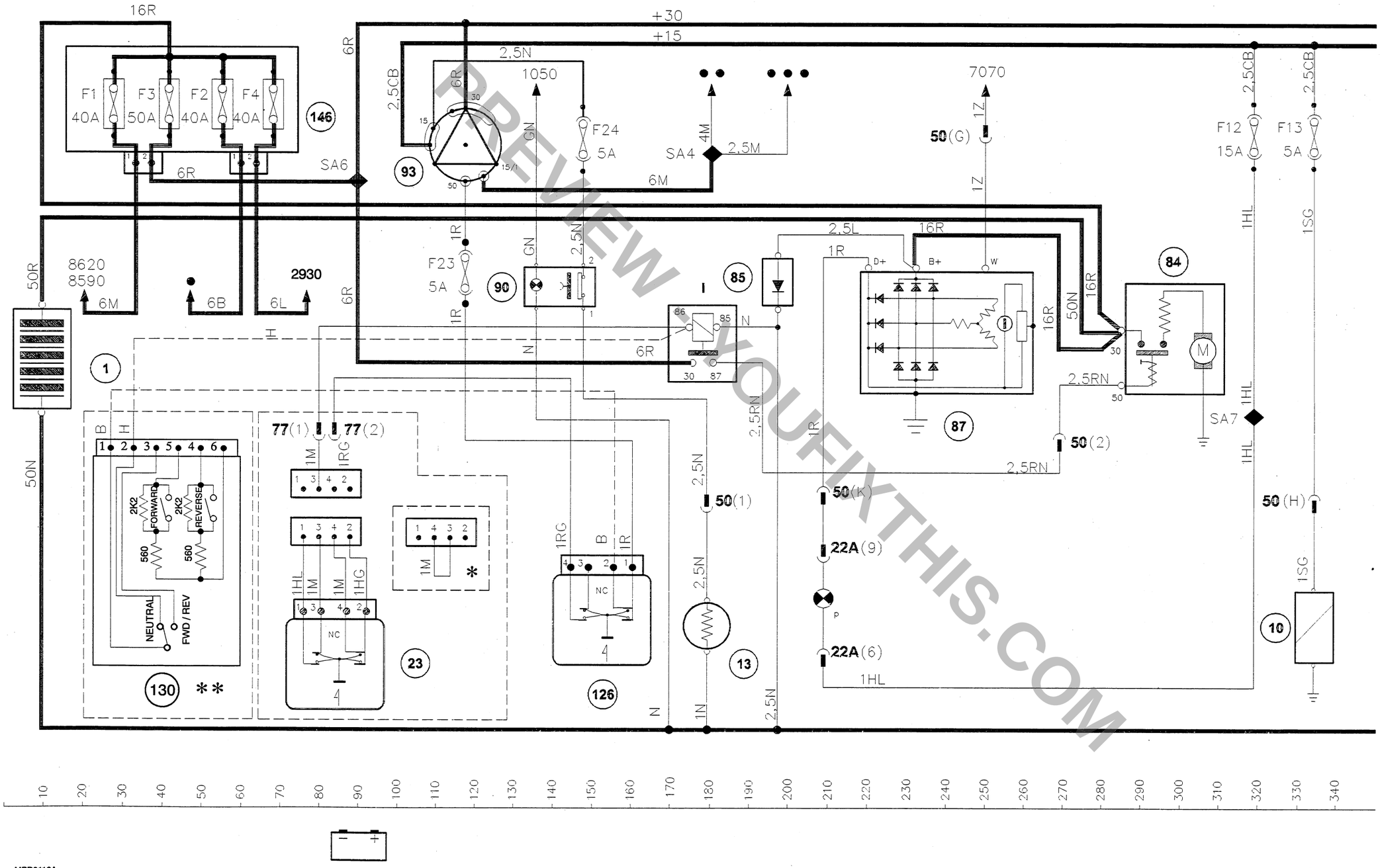
Problems	Possible causes	Solutions
Engine does not start.	1. Battery partially discharged.	Check and recharge battery. Replace if necessary.
	2. Battery terminal connections corroded or loose.	Clean, inspect and tighten terminal nuts. Replace terminals and nuts if excessively corroded.
	3. Injection pump timing incorrect.	Adjust injection pump timing.
	4. Impurities or water in fuel lines.	Disconnect fuel lines from injection pump and clean thoroughly. If necessary clean and dry the fuel tank.
	5. No fuel in tank.	Fill tank.
	6. Fuel supply pump malfunction.	Check and replace pump if necessary.
	7. Air in fuel system.	Check fuel lines, unions, supply pump, filters and injection pump for air, then bleed system; then bleed the air from the circuit.
	8. Starter motor faulty.	Repair or replace starter motor.
	9. Thermostarter faulty.	Check and replace thermostarter if necessary.
Engine stalls.	1. Idle speed too low.	Adjust idle speed.
	2. Injection pump delivery irregular.	Check injection pump delivery on test bench.
	3. Impurities or water in fuel lines.	Disconnect fuel lines from injection pump and clean thoroughly. If necessary clean and dry the fuel tank.
	4. Fuel filters clogged.	Replace the filter cartridges.
	5. Incorrect valve – rocker arm clearances.	Adjust the clearance between the rocker arms and the valves.
	6. Burnt or cracked valves.	Replace the valves.
	7. Air in fuel system.	Check fuel lines, unions, supply pump, filters and injection pump for air, then bleed system; then bleed the air from the circuit.
	8. Injection pump drive mechanism damaged.	Replace damaged parts.

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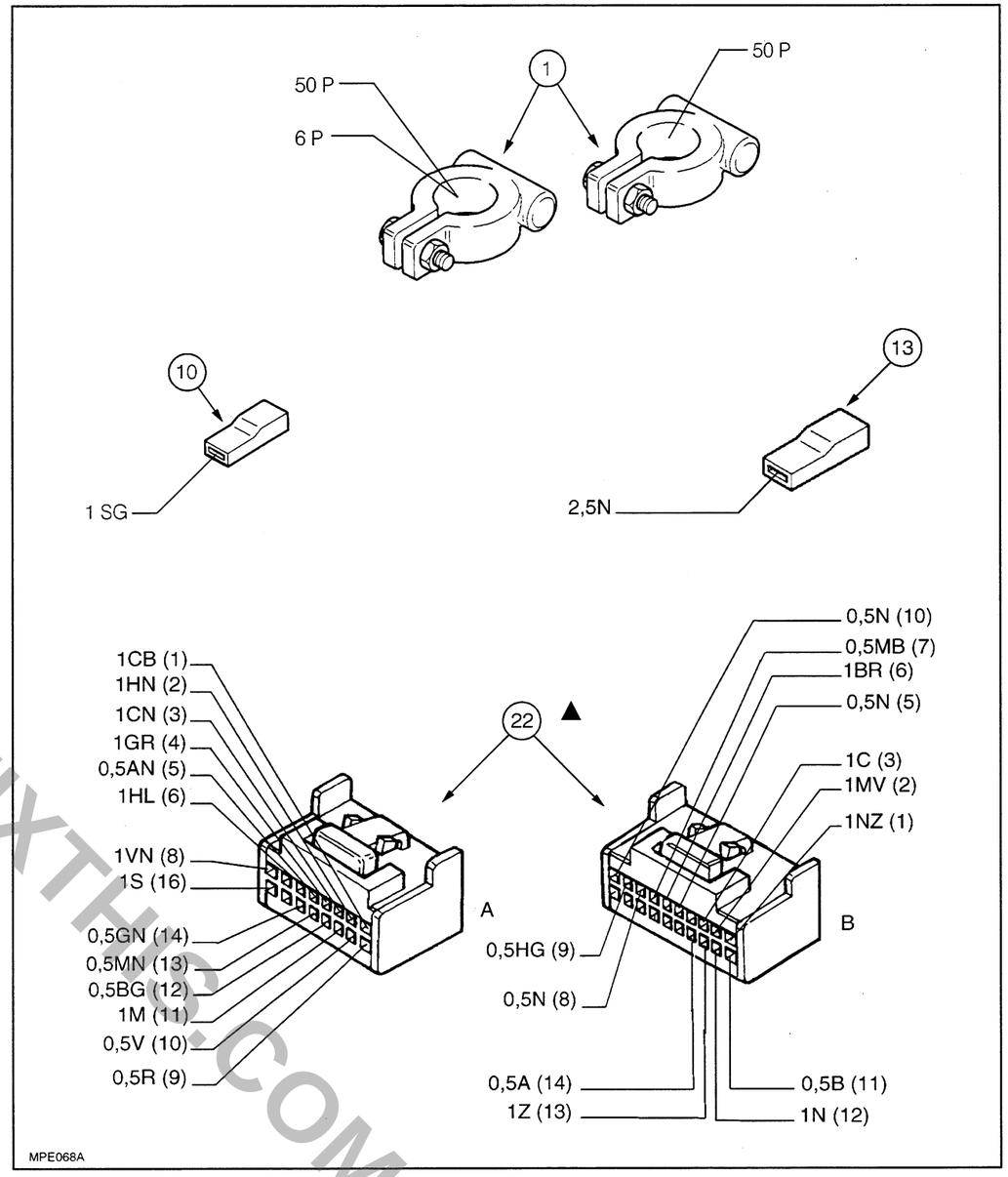
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STARTER AND RECHARGING CIRCUIT - DIAGRAM A



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▲ Version with 2 Speed Power Shift

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- Connect the hose to the injectors excess fuel line. Reconnect the pipe on the thermostart glow-plug and the dehydrator filter.

- Refit the fuel filter support securing to the engine body. Connect the two semi-rigid pipes on the support.

- Connect the two power steering distributor oil delivery and return lines to the anticavitation expansion box.

- Refit the oil priming lines on the pumps and secure the rubber sleeves with clamps.

- Refit the lift distributor oil delivery line on the relative pump. Remember to fit the O-ring.

- Secure the three lines with adjustable metal clamps.

- Reconnect all the electrical connections on the vertical bracket.

- Refit the cab heating pipes on the engine/clutch casing spacer. Connect the rubber hoses to the union.

- Connect the two power steering hoses to the union located on the left-hand side of the front axle. Secure the hoses with a special clamp, and screw the clamp to the tractor body.

- Refit the rev counter/hourmeter and secure the sheath with the relative clamp.

- Fit the silencer on the exhaust manifold, together with the gas seal. Secure the front part of the silencer to the support bracket and insert the exhaust ejector filter connecting hose.

- Secure the bonnet support bracket to the radiator bracket.

- Reconnect the 4WD distributor oil delivery line and the rear differential lock.

- Refit the 4WD shaft and the guard.

- Reconnect the cable to the accelerator pedal. In our case an adjustment was required to the wire connected to the lever on the injection pump (adjustment time: approx. 6 minutes).

- Fit the clutch wire on the pedal. Secure the sheath on the stop bracket.

- Refit the plastic plugs in the slots on the cab flooring. Reposition the foot mat.

- Refit the steering column panels.

- Refit the lateral fan guards.

- Hitch the bonnet using the same method described in the disassembly operations. Secure the bonnet hinge to the relative support bracket. Reconnect the bonnet raise/lower pneumatic pistons and the headlights connections, then remove the hitching sling.

- Refit the secondary bracket (battery support) to the clutch overdrive casing. Fit the rotating bracket with the battery on the fixed bracket.

- Refit the front ballast, secure with the vertical pin.

- Refit the support bracket and fit the toolbox on the bracket.

- Refill the transmission casing with the oil that was previously removed.

- Fill the radiator with coolant.

- Connect the positive and negative cables to the correct poles. Cover the battery with the plastic cover.

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OPERATION

The oil intake is from the rear transmission casing by means of the gear pump (7), passing through a filter (8) and directed to the power steering control valve (3).

By turning the steering wheel clockwise (or counter-clockwise), the steering column acts on valve (12) which, by turning clockwise (or counter-clockwise) in relation to the sleeve (11), directs the oil flow through the internal passages to the hydraulic cylinders (2) to turn the tractor to the right or to the left.

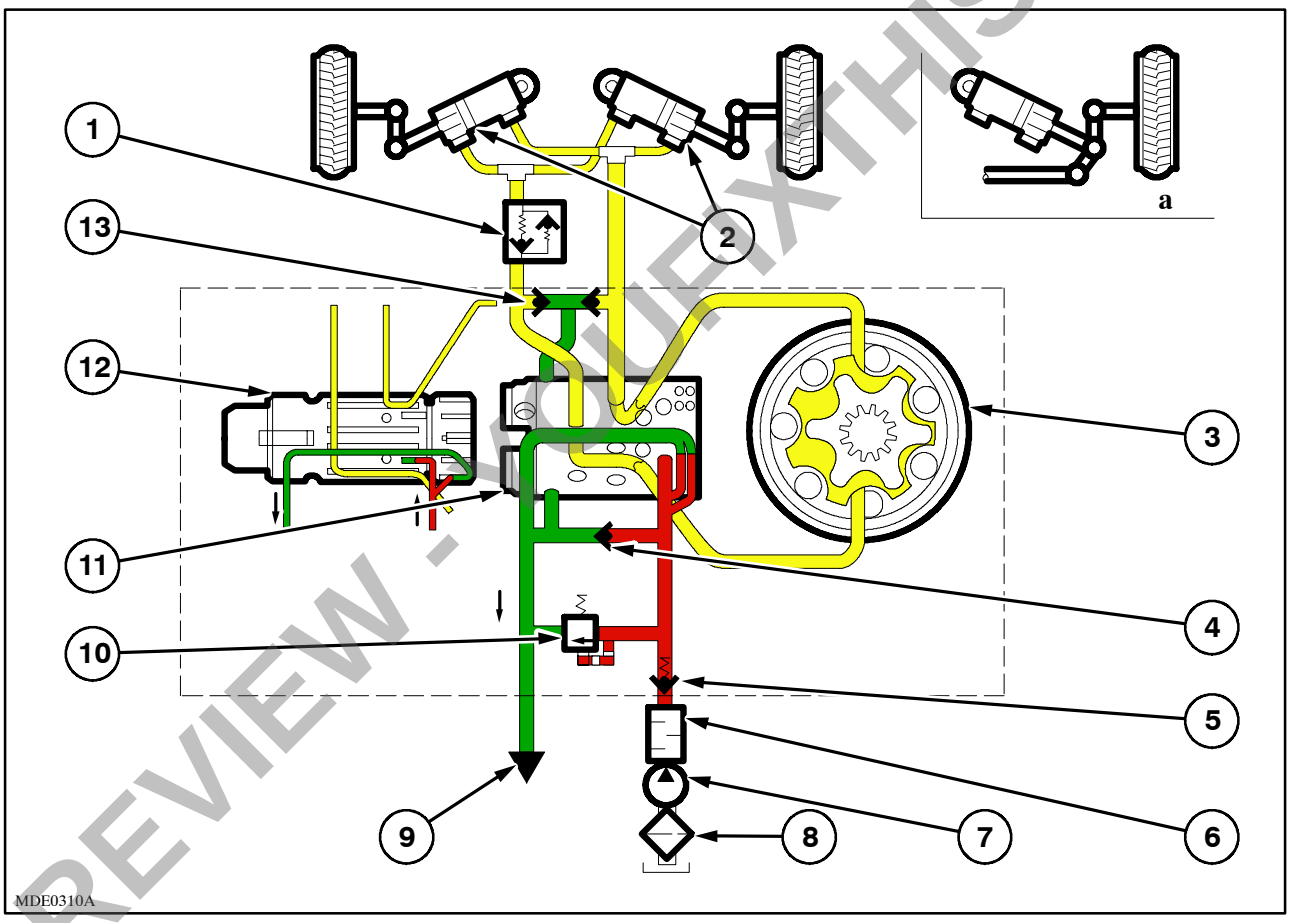
The system is totally hydrostatic without any mechanical connection between the steering wheel and the wheels.

Neutral position (fig. 4)

With the wheels parallel to the direction of tractor travel, as indicated in the drawing, the rotating valve (12) connected to the steering wheel is in the neutral position on the sleeve (11).

In this position, which is maintained and guaranteed by the springs (11, fig. 2) the internal passages on parts (11 and 12, fig. 4) are aligned and direct the oil from the pump (7) to the discharge line (9).

- Intake oil
- Pump delivery oil
- Static rest oil
- Oil return to tank



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Steering Operation Schematic

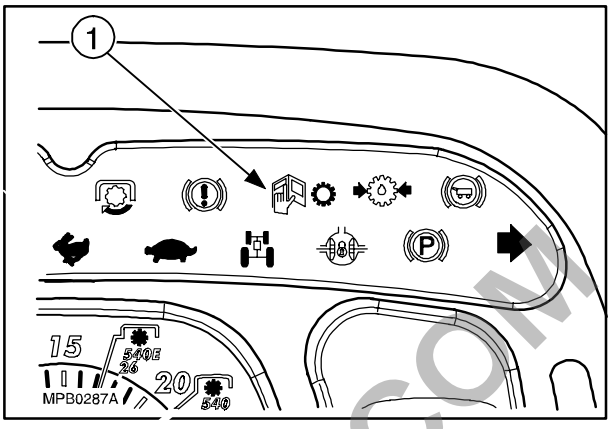
A. 2WD models
1. Balancing valve (for tractors with one steering cylinder)
2. Steering cylinders
3. Power steering control valve
4. Check Valve
5. Non-return valve
6. Anticavitation storage tank
7. Pump
8. Filter
9. Return to rear transmission
10. Pressure relief valve
11. Valve seat sleeve (12)
12. Rotating valve
13. Anti-cavitation valve

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FAULT CODES INDICATION

In the event of an electrical or electronic fault, any eventual anomalous conditions are indicated by the illumination of an indicator lamp (1).



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FAULT CODES DECODING

The indicator (1) identifies the error code in six phases:

1. 5 flashes in rapid succession to indicate imminent transmission of the error code;
2. 2 second pause;
3. n... flashes to indicate the first figure of the fault code;
4. 1 second pause;
5. n... flashes to indicate the second figure of the fault code;
6. 3 second pause.

The control unit only indicates one code at a time, giving priority to the most serious faults.

If a higher priority fault occurs whilst a lower priority fault is being displayed, the display sequence of higher priorities will wait until the sequence in progress ends, before becoming active.

To check for the presence of other codes the fault must be eliminated, allowing the control unit to proceed to the following fault.

IMPORTANT: *If a fault disables the lift control function, the corresponding code will take precedence over other codes that were previously indicated; these codes will be saved by the system.*

- Example of the interpretation of fault code number 21 -

1st phase	2nd phase	3rd phase	4th phase	5th phase	6th phase
●●●●●	pause	●●	pause	●	pause
code transmission warning	2s	first digit 2	1s	second digit 1	3s
		fault code composition 21			

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H1 - CALIBRATION OF CLUTCHES A, B, C and D

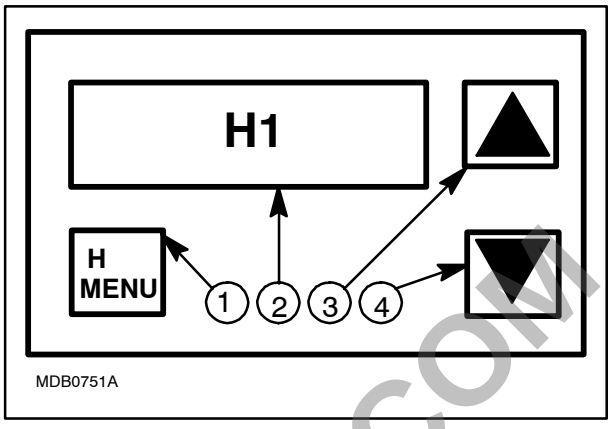
The H1 menu provides access to Power Shuttle clutches (A and B) and 2 Speed Power Shift (C and D) calibration, reducing the engine speed when the clutches start engaging by transmitting a torque.

- Ensure that the parking brake is engaged.
- Press pushbutton (1) and, with key (1, fig. 47), start the engine.
- Select the **H1** menu, as described on page 24.
- The display will show **CALIBR.**

CALIBR.
then
T = 69.8 °F (21 °C)

- Press the clutch pedal fully down.
- Select the fast gear range and first gear.
- Position the Power Shuttle lever in Forward.
- Release the clutch pedal slowly, the tractor should not move.
- bring the engine revs to 1200 to 1400 rpm.

Whilst the display shows the temperature, the clutch to be calibrated can be selected.



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CLUTCH A CALIBRATION

- Select the clutch to be calibrated using key ▲ (3).
- If the temperature is less than 68 °F (20 °C) the following message will be displayed :

COLD.OIL

calibration can be carried out if the temperature is > 50 °F (10 °C).

- Press and hold down key ▼ (4) to calibrate clutch A.

A **U-type** error will be displayed if a calibration sequence error has been detected.

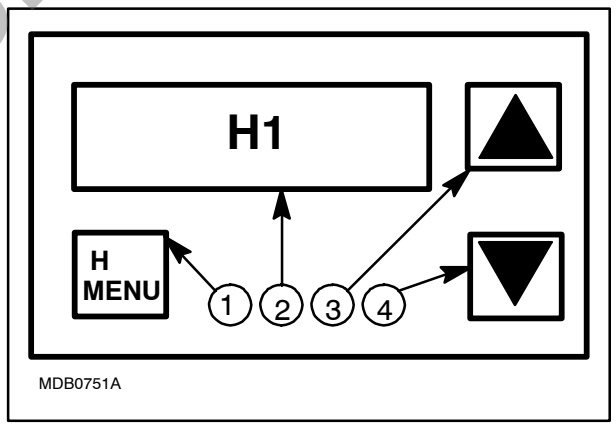
- If there are no faults or if the problems have been resolved, the following message will be displayed :

AUX.ON

and then:

STAB.RPM

- After a few seconds the display will show the initial current in milliAmpere (for a few seconds), e.g:



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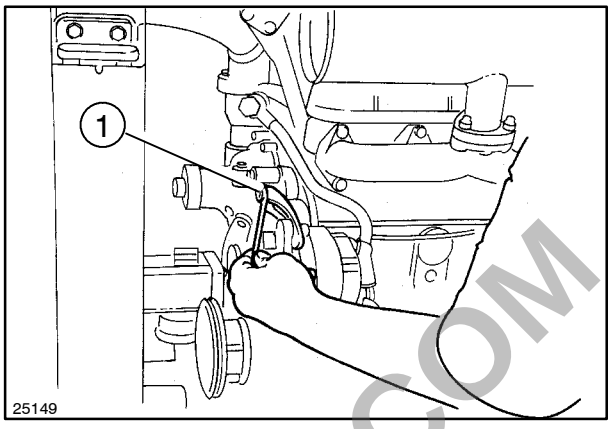
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Description	Section
12x12 GEARS (Main data, cross-sectional views, disassembly/assembly)	**6003**
20x12 GEARS (Main data, cross-sectional views, disassembly/assembly)	**6004**
24x12 GEARS (Main data, cross-sectional views, disassembly/assembly)	**6005**
24x24 GEARS (Main data, cross-sectional views, disassembly/assembly)	**6006**
DRIVE TRANSMISSION (Main data, cross-sectional views, disassembly/assembly) . .	**6007**
FRONT TRANSMISSION (Main data, cross-sectional views, disassembly/assembly) .	**6008**
REAR TRANSMISSION (Main data, cross-sectional views, disassembly/assembly) . . .	**6009**
MECHANICAL PTO (Main data, cross-sectional views, disassembly/assembly)	**6010**
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7 - BRAKES	
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8 - HYDRAULIC SYSTEMS	
HYDRAULIC / MECHANICAL LIFT (Data, cross-sectional views, overhaul/adjustments)	**8001**
AUXILIARY CONTROL VALVES (Main data, cross-sectional views, disassembly/assembly)	**8002**
TRAILER BRAKE CONTROL VALVES (cross-sectional views, diagrams, operation and checks)	**8003**
SUPPLEMENTARY CYLINDER (Main data, cross-sectional views, operation and overhaul)	**8004**
HYDRAULIC / ELECTRONIC LIFT (Data, cross-sectional views, disassembly/assembly)	**8005**
9 - BODYWORK AND DRIVING POSITION	
CAB AIR CONDITIONING SYSTEM (norms, operation, components, controls)	**9001**
BODYWORK AND DRIVING POSITION (disassembly/assembly cab components) . . .	**9002**

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11. Unscrew the nut (1, fig. 203) on the slotted bracket and move the alternator outwards.
12. Remove the union (1, fig. 204) to access the pump retaining bolt (2).
13. Unscrew the four bolts (1, fig. 205) that secure the coolant pump to the relative support.
14. Remove the coolant pump unit (1, fig. 206) after extracting from the connecting line with the thermostatic valve.
15. To install the coolant pump, proceed as follows.

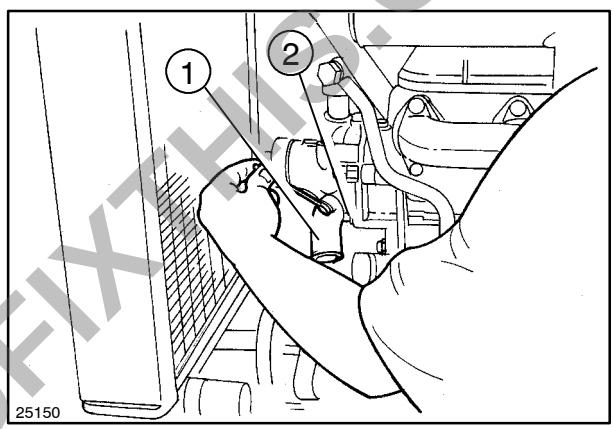


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⚠ WARNING ⚠

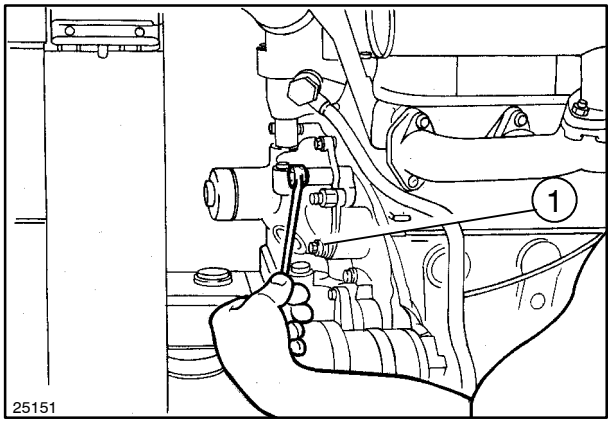
Always use appropriate tools to align fixing holes. NEVER USE YOUR FINGERS OR HANDS.

- Respect the tightening torques prescribed on page 14.
- Refit the coolant pump on the spacer. Take care not to damage the seals on the vertical hose that connects the coolant pump with the thermostatic valve unit tank.



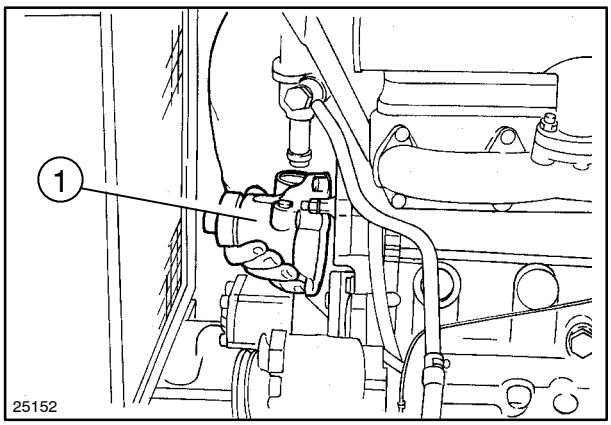
204

- Refit the union pipe on the coolant pump securing in position with the two bolts.
- Refit the pulley with fan.
  Fit the plastic conveyor and the two vertical strips at the same time.
  Fit the alternator and belt tension adjustment slotted support bracket.
  Secure the alternator with the bolt on the lower part.
- Refit the hose on the coolant pump union to the union on the lower part of the radiator.



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- Refit the RH lateral guard.
- Refit the LH side guard.
- Refill the engine cooling circuit through the radiator filler cap.
- Connect the negative battery cable and refit the exhaust pipe.



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1. ALTERNATOR WIRE CONNECTION TESTS

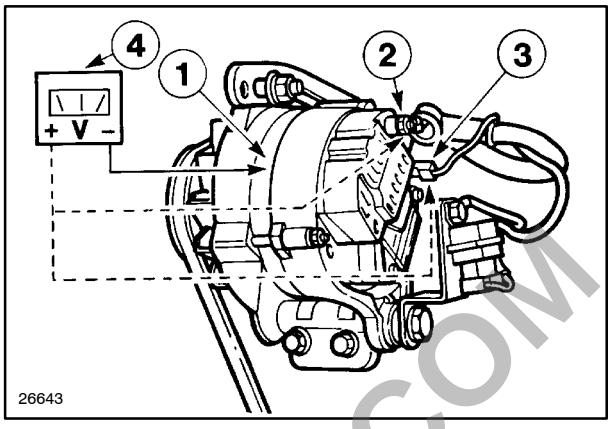
See figure 5.

1. Disconnect battery.
2. Disconnect terminals B+ (2) and D+ (3) on the alternator.
3. Reconnect the battery and turn the starter key to ON, without starting the engine. Connect a voltmeter (4) between each terminal and ground (1). Voltage must be present at the battery.

If there is not voltage at the battery, find and repair the continuity failure in the external wire circuit. See the circuit diagram in figure 2.

4. Connect the D+ terminal warning light (red) to ground). The warning light should switch on.
5. Disconnect the battery and reconnect the previously disconnected connectors to the alternator.

NOTE: *if the warning light does not switch on when the wire is reconnected to the alternator, there is a fault either in the alternator regulator or the rotor circuit. Make sure that the D+ terminal is clean and then test the alternator components as described in this section.*



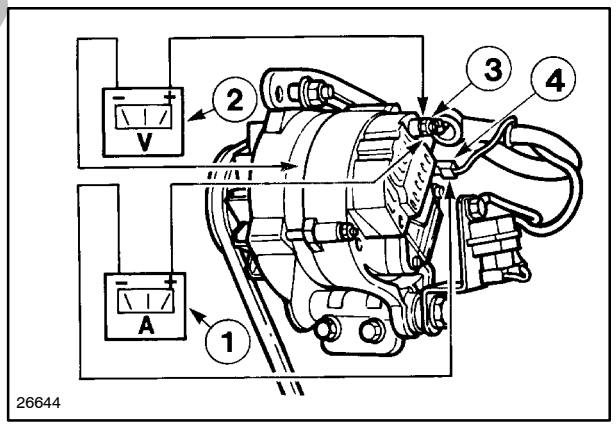
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2. CHARGING CURRENT AND REGULATED VOLTAGE TESTS

Refer to figure 6.

1. Make sure that all tractor electrical devices are switched off and that the starter key is in the OFF position.
2. Disconnect the battery negative terminal and the B+ alternator terminal (3).
3. Connect an ammeter (1) between the disconnected wire (red) (4) and the alternator B+ terminal.
4. Connect a voltmeter (2) between the B+ alternator terminal and ground).
5. Reconnect the battery. Start the engine and run at 2000 rpm. Note the readings on the voltmeter and ammeter.

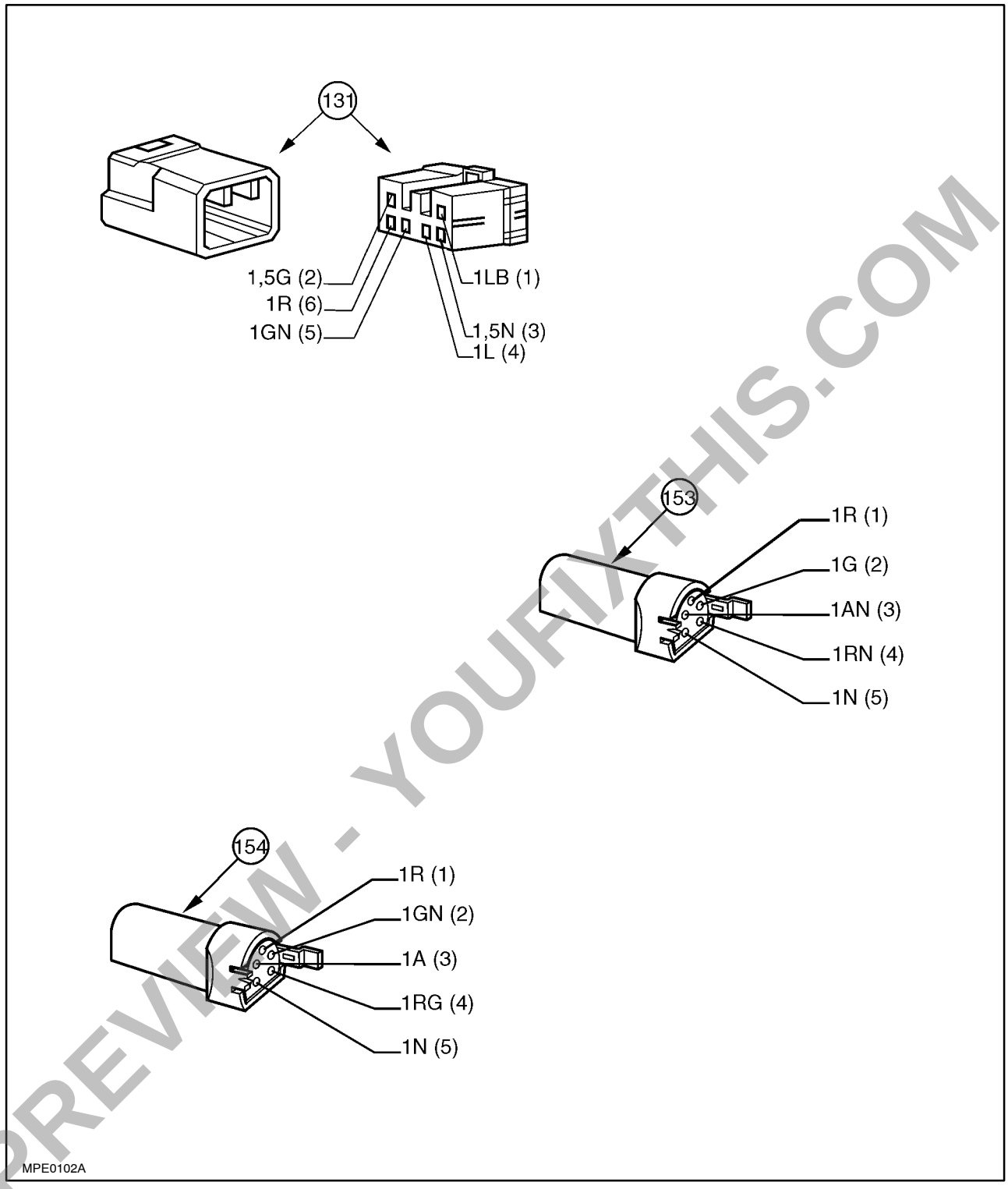
The voltmeter readings should be higher than those of the battery and, when the ammeter reading drops below 10 A, the voltmeter reading stabilises at 13.6 to 14 V (Magneti Marelli alternator) or 13.6 to 14.4 V (Bosch alternator).



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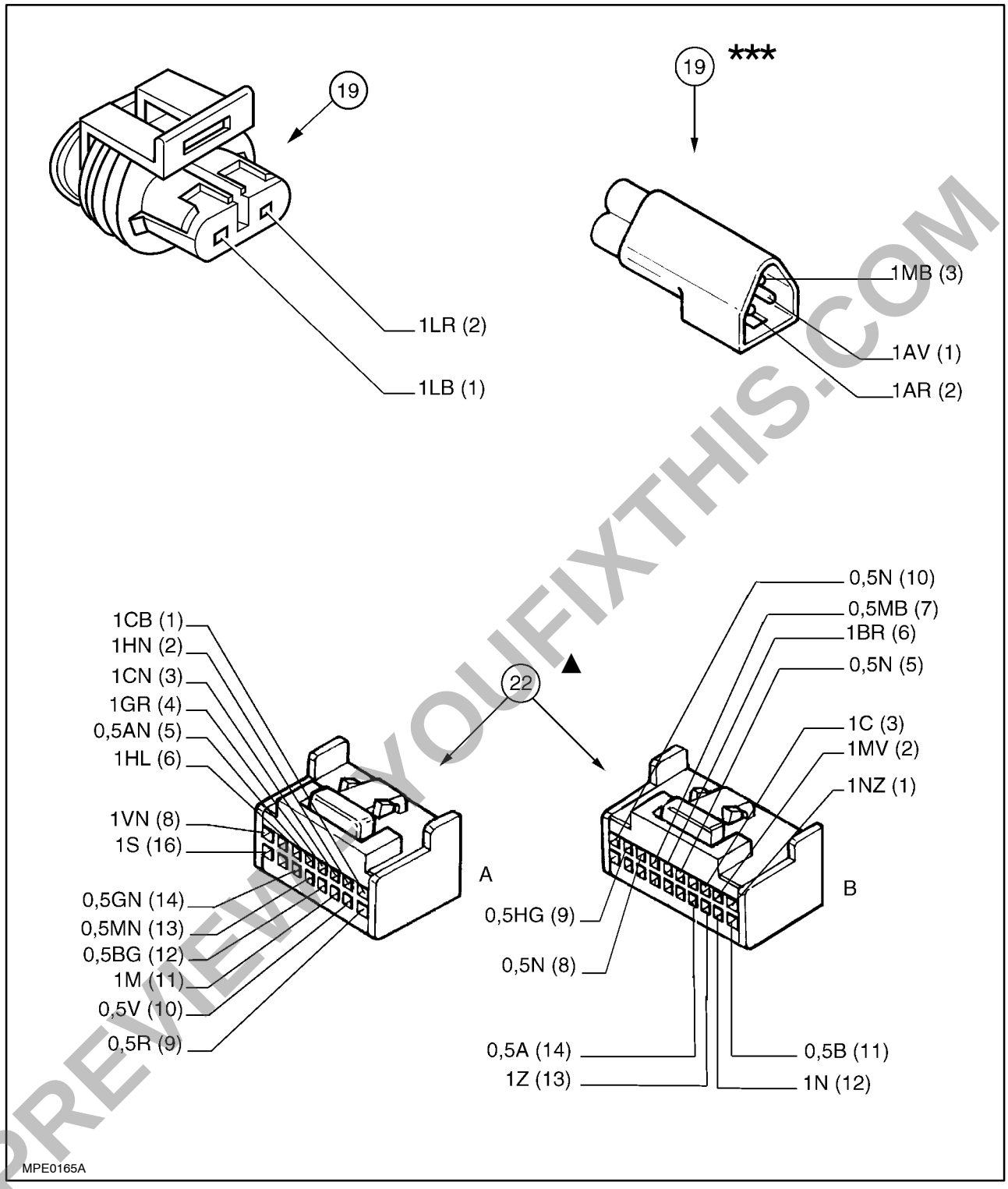
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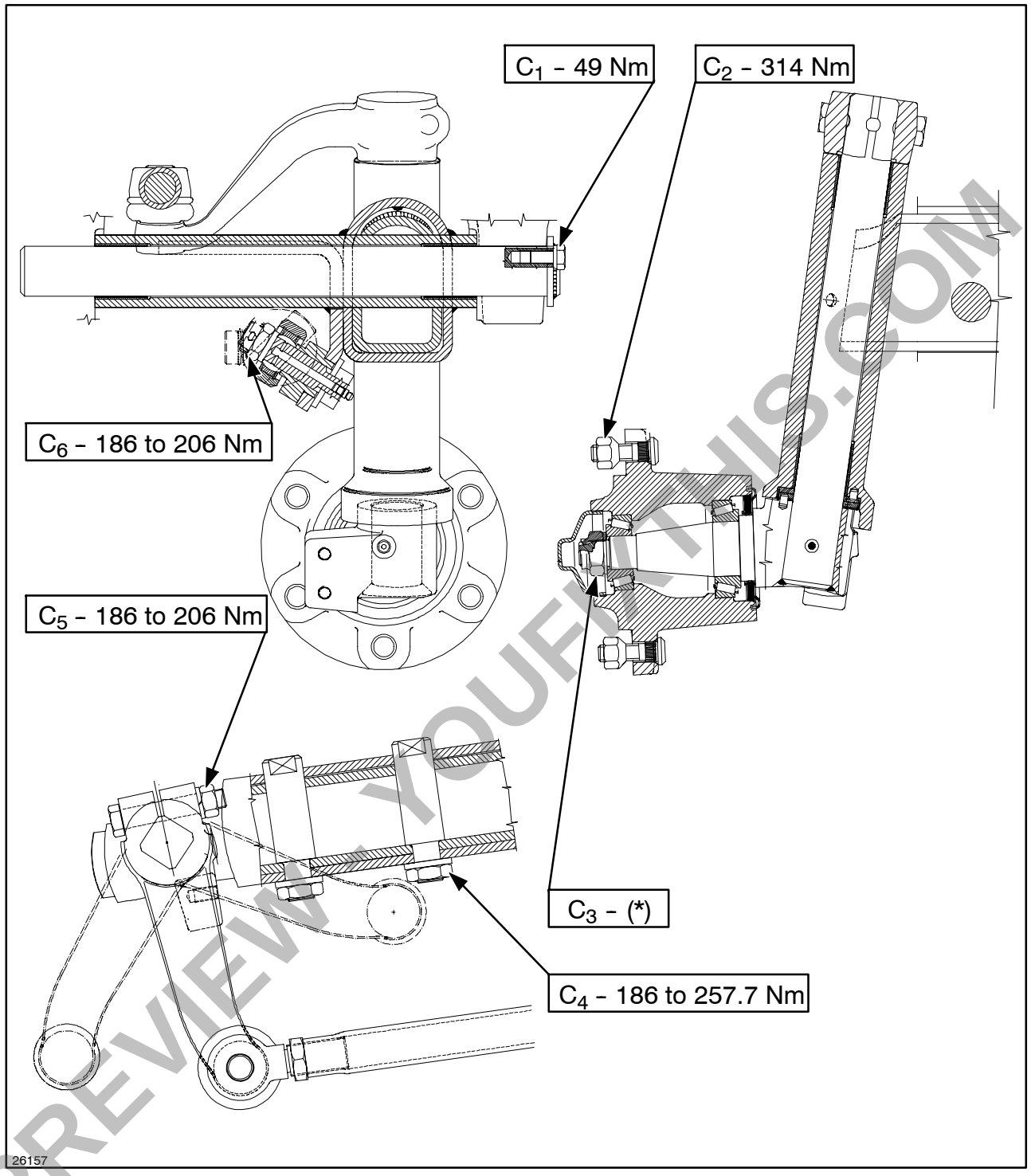
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*** Power Shuttle version

▲ Version with 2 Speed Power Shift

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Front axle tightening torque

C1 Lower pivot pin retaining bolt

C2 Disk to hub retaining bolt

C3 Bearings adjuster nut

C4 Axle end retaining nut

C5 Stub axle pin control lever retaining bolt nut

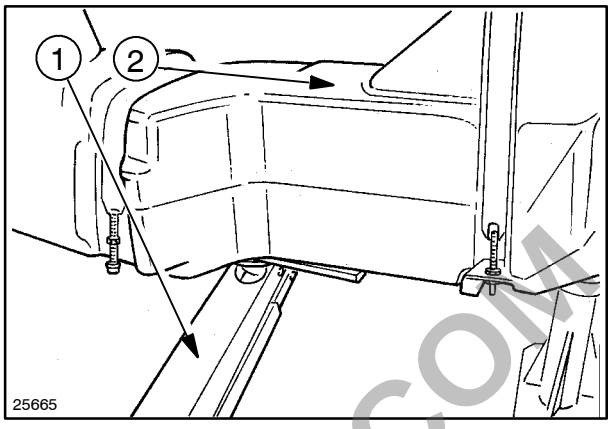
C6 Nut securing cylinder to fulcrum pin

* See operations 12 and 13, page 13

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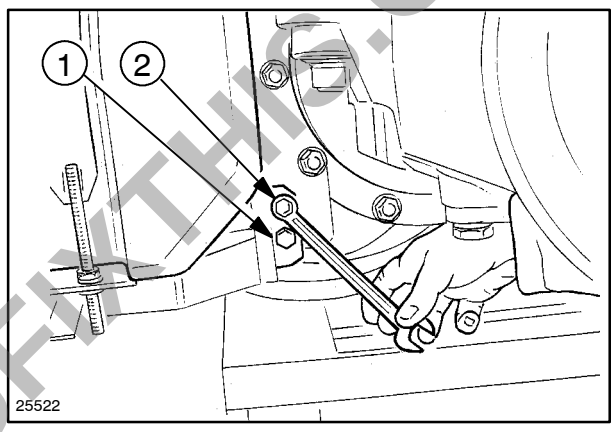
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17. Position a hydraulic jack (1) under the central part of the tank (2) and slightly raise to facilitate disassembly operations.



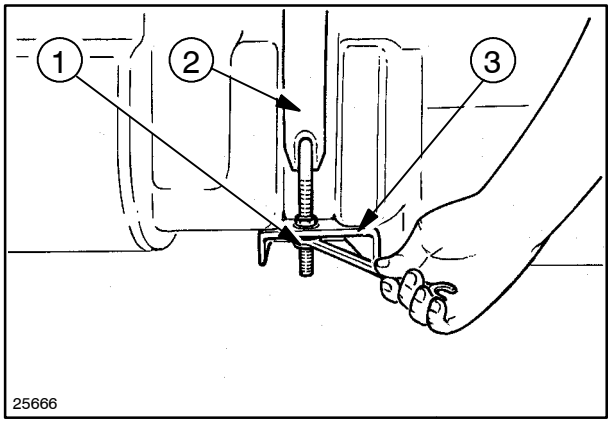
23

18. Remove the two tank support rear bracket (2) retaining bolts (1).



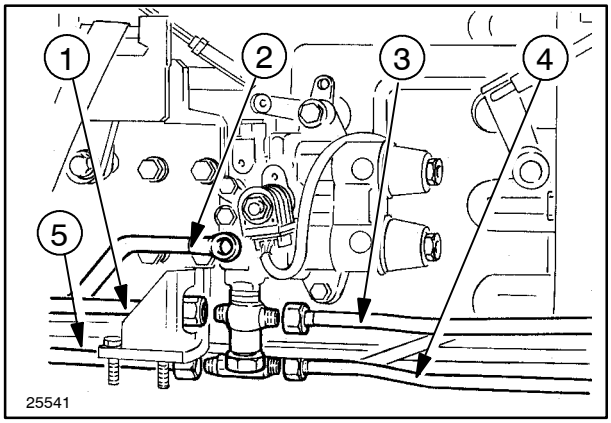
24

19. Unscrew the nut (1) securing the clamp (2) and extract from the support bracket (3), detach the front clamp and remove the tank.



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20. Remove the unions and detach the lines (1, 2, 3, 4 and 5) from the 2 Speed Power Shift control valve.

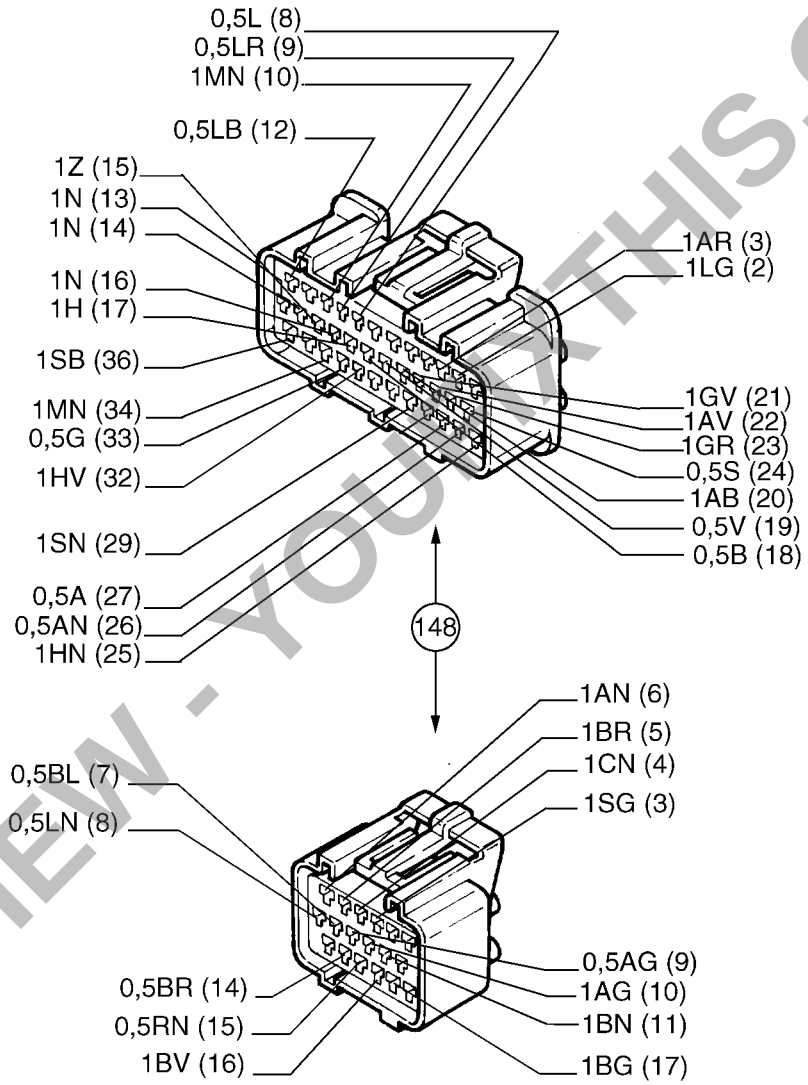


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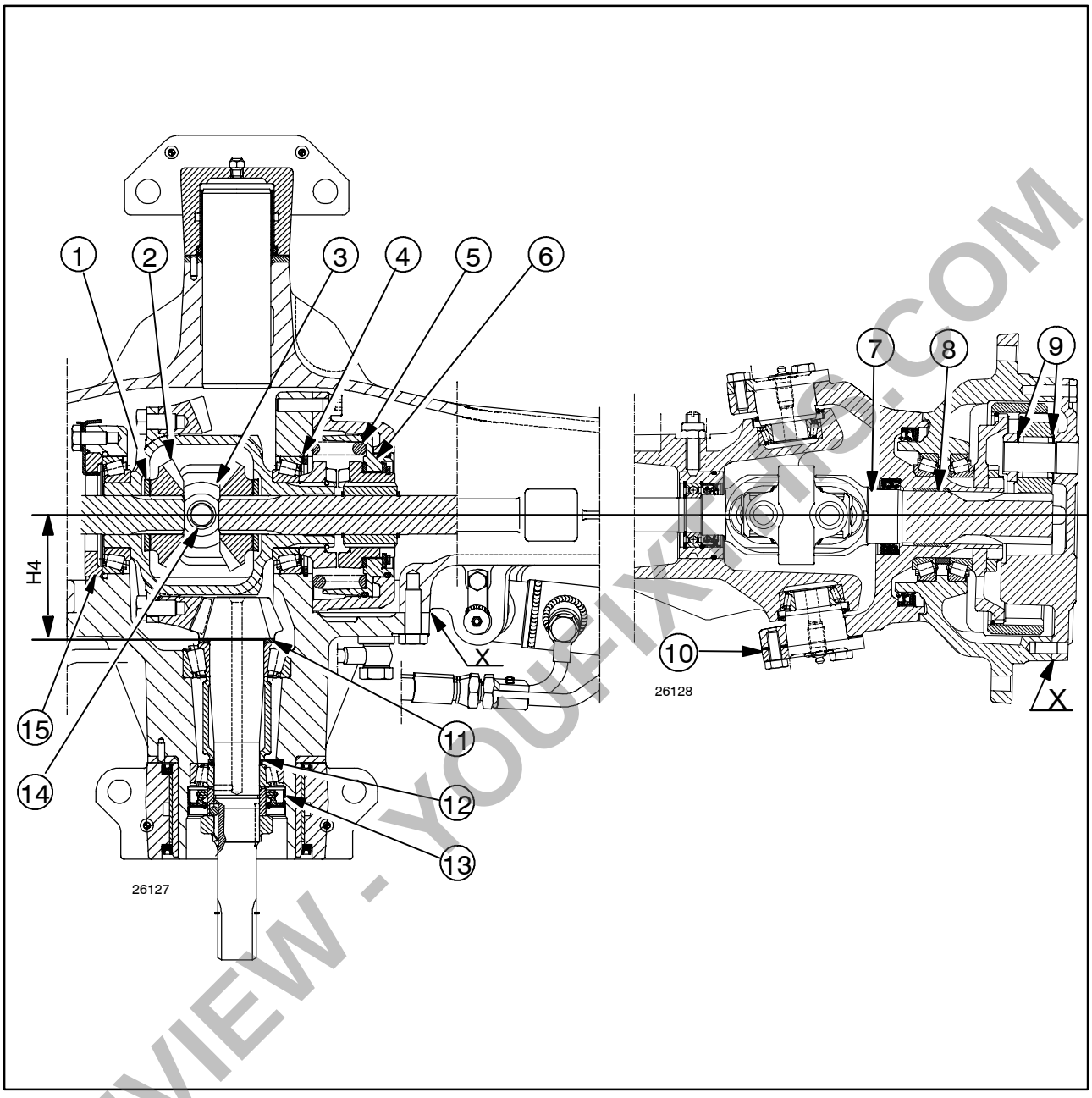
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FAULT CODE 27



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Cross-sectional view of front axle (models JX70U and JX80U)

H_4 = 3.74 in. (95 mm). Nominal distance between crown wheel axis and greater diameter of the pinion.

1. Thickness of side gears thrust washers.
2. Side gears.
3. Side pinions.
4. Crown wheel bearings adjustment nut.
5. Differential lock disengagement spring.
6. Differential lock control piston.
7. Axle shaft.
8. Axle shaft bush (7).
9. Shims for driven gears of epicyclic.
10. Steering knuckle adjustment plates.
11. Thickness of bevel pinion position adjustment spacer.
12. Thickness of bevel pinion bearing adjustment spacer.
13. Seal.
14. Cross pin for side pinions.
15. Crown wheel bearing adjustment nut.

NOTE: *During assembly apply sealing compound on surfaces marked with an* ***X*** *as shown in fig. 80.*

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BEVEL DRIVE ADJUSTMENTS

Tapered roller bearings adjustment for bevel pinion shaft

⚠ WARNING ⚠

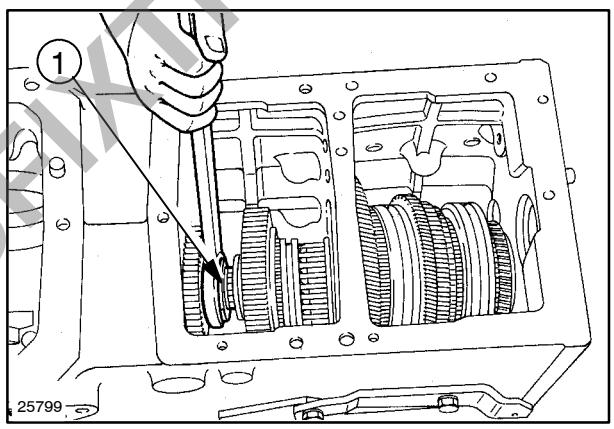
Handle all parts carefully.Do not put your hands or fingers between parts.Wear suitable safety clothing - safety goggles, gloves and shoes.

⚠ WARNING ⚠

Always use appropriate tools to align fixing holes. NEVER USE YOUR FINGERS OR HANDS.

Proceed as follows

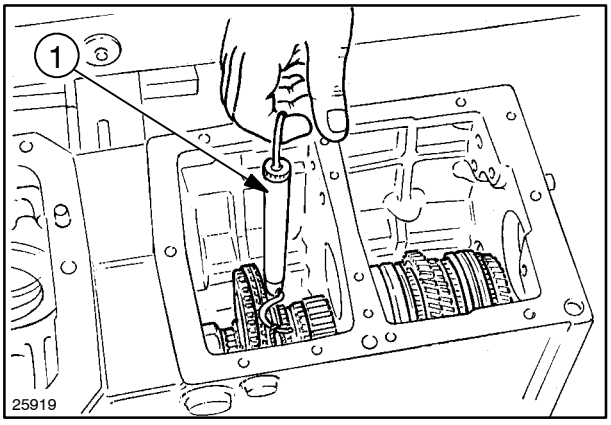
57. Assemble the bearing external race with the previously determined shim ring.
58. Assemble the bevel pinion and relative parts.
59. Tighten the adjusting nut (1), while simultaneously rotating the pinion shaft to ensure that the bearings are seated correctly, to a rolling torque of 0.75 ÷ 1.5 Nm (0.075 ÷ 0.150 kgm). **Take the reading with a torque wrench and cable wound round the low gear unit** located on the pinion, making sure that the gear shaft is not dragged.



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60. The rolling torque corresponds to the force read with the torque wrench (1) of 8.6 ÷ 17.2 N (0.88 ÷ 1.75 kg).

NOTE: *The pinion rolling torque can be read directly on the ring bevel gear (non-precharged) using the values shown on page 64.*



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HYDRAULIC LIFT TOOLS

⚠ CAUTION ⚠

The operations described in this section can only be carried out with the **ESSENTIAL** tools indicated by an **(X)**. To work safely and efficiently and obtain the best results, it is also necessary to use the recommended specific tools listed below and certain other tools, which are to be made according to the drawings included in this manual.

380000224 Hydraulic lift lifting hook.

X 380000225 Ring for fitting piston with lift seals (Models JX70U, JX80U, JX90U and JX100U,).

X 380000262 Punch for fitting lift arm shaft seal.

X 380000261 Punch for fitting needle bearings on control valve block control lever bushing.

X 380000260 Punch for fitting needle bearings on draft control lower leer and link rod.

X 380000230 Wrench for cylinder safety valve setting ring nut.

X 380000231 Wrench for lift pressure relief setting ring nut.

X 380000266 Guard for fitting seal on arm descent speed control pin.

380000240 Universal pressure control kit.

380000215 Hand pump for valve calibration.

X 380000218 Union for cylinder safety valve calibration.

X 380000217 Union for lift pressure relief valve calibration.

X 380000274 Union for checking distributor valve seal.

X 380000267 Wrench for arms height adjustment.

X 380000275 Guard for pilot valve seal.

X 380000263 Controlled draft setting tool.

X 380000264 Position and draft control setting tool.

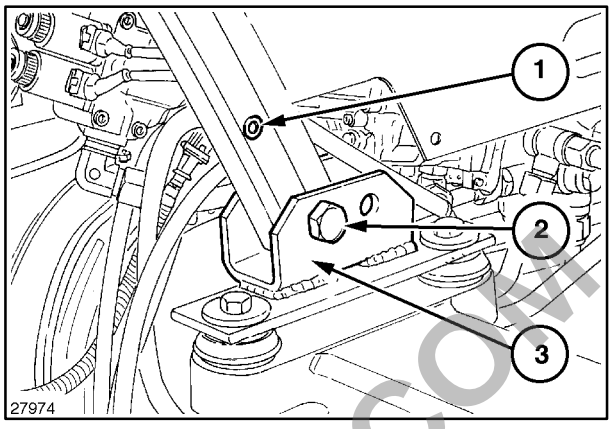
380000238 Adapter (use with **380000224**).

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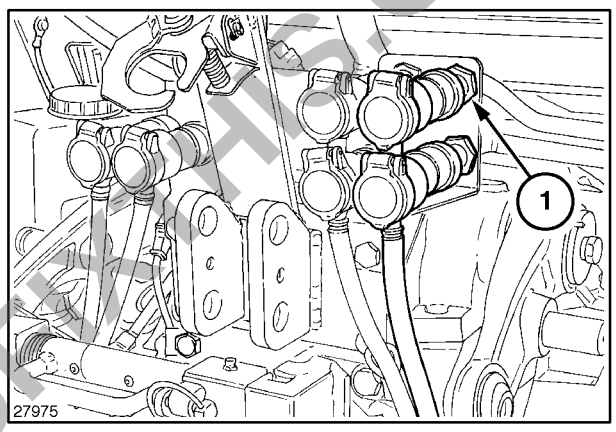
7. Unscrew the two bolts (2) securing the rear of the cab and loosen the two front bolts.

8. Insert a wooden strip (1.9685 to 2.3622 in. - 50 to 60 mm) between the upright (1) and relative bracket (3) (on both sides).



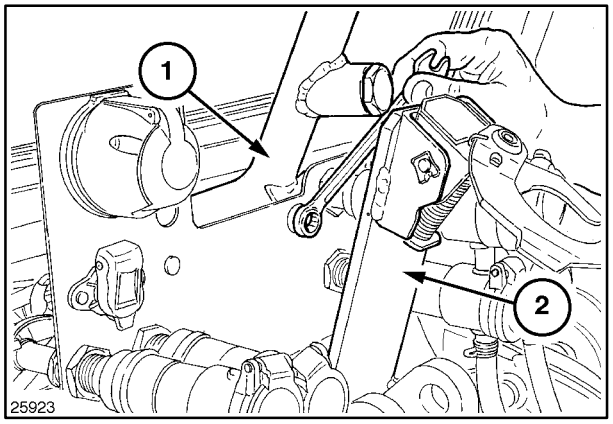
11

9. Loosen the locknuts (1) on the quick-fit couplers support bracket.



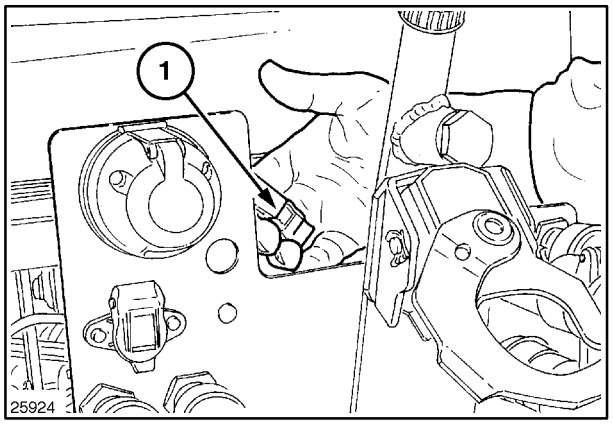
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10. Unscrew the retaining bolts on the transmission oil top up piping (1) and the top link support bracket (2).



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11. Disconnect the seven-pole socket connection (1).



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