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SPECIAL TOOLS 2004-2

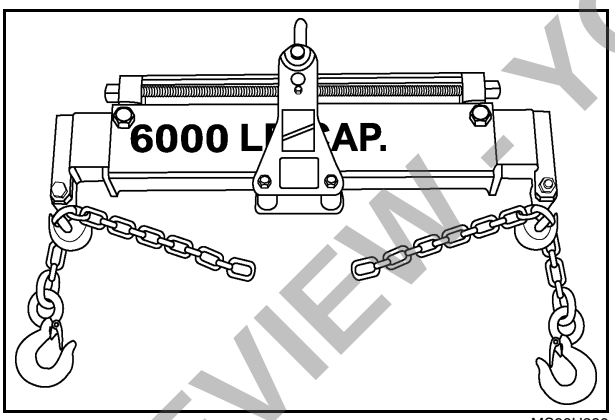
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SPECIAL TORQUE VALUES

	Metric Values	U.S. Values
Front Engine Mount Bolts	286 to 320 Nm	208 to 236 lb ft
Rear Engine Mount Bolts	252 to 278 Nm	185 to 205 lb ft
Driveshaft to Drive Coupler Mounting Bolts	118 to 133 Nm	87 to 98 lb ft
Heater Hose and Battery Cable Mounting Bracket Bolt	34 to 39 Nm	25 to 29 lb ft
Exhaust Pipe Channel Clamp	8 Nm	75 lb inch
Exhaust Flex Tube Band Clamps	29 to 33 Nm	21 to 24 lb ft
Hood Support Bracket Mounting Bolts	68 to 77 Nm	50 to 57 lb ft
Aspirator Tube P-Clamp Mounting Bolt	94 to 106 Nm	69 to 78 lb ft
Aspirator Tube Clamp	40 Nm	29 lb ft
Turbo Air Tube Clamp	9 to 11 Nm	77 to 93 lb inch

SPECIAL TOOLS



MS99H280

OEM 4130 LOAD ROTOR

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POWER SEAT SYSTEM
Power Seat System Circuit Operation

The seat system has a power seat height adjustment using an air motor adjustment. Additionally the seat has provision for seat and back cushion heating.

The seat height is adjusted with air pressure controlled with a switch. The seat cushions are heated and controlled by a switch. The switch operates as follows: The seat heaters are OFF with the heater switch in the 0 position. Turn the thumb wheel from the lowest position of "1" to the highest position of "6" to achieve heat control.

Seat adjustment and heating is available whenever the ignition switch is ON.

Power Seat System Circuit Troubleshooting

Before troubleshooting the Seat system make sure that the following operating conditions are met:

A. The batteries are fully charged and all connections are clean and tight.

B. Transmission in neutral or park.

C. Check all connectors for full installation, loose, corroded, pushed out, or bent terminals.

D. Check fuses #19 (seat adjustment) and #35 (seat heater).

E. The ignition is in RUN or ACCESSORY position.

Power Seat System Symptom Chart

NOTE: *The batteries must be fully charged and all connections clean and tight. Use a multimeter (DVOM) for these tests. For battery testing and service, see the battery section in the service manual.*

NOTE: *DO NOT use a self-powered test light for any of these tests. Use of a self-powered test light can cause damage to components in this system.*

NOTE: *See schematic section 66 of the poster schematic.*

IMPORTANT: *Before performing any of the electrical tests, be sure all operating controls are in neutral or park lock position. This will eliminate accidental movement of the machine or start-up of power driven equipment.*

Symptom	Possible Cause	Reference/Test
Height adjustment not operating	Height adjustment switch	B - Height Adjustment Circuit Test
	Power and ground supply	A - Seat System Power and Ground Supply Test
	Seat air pump compressor	B - Height Adjustment Circuit Test
	Air system leaking	Check air lines for leakage
Seat heater not functioning	Heater switch	D - Heater Switch and Relay Power and Ground Supply Test
Operator presence not indicated	Operator presence switch	C - Operator Presence Switches Circuit Test
	Instrument cluster	C - Operator Presence Switches Circuit Test

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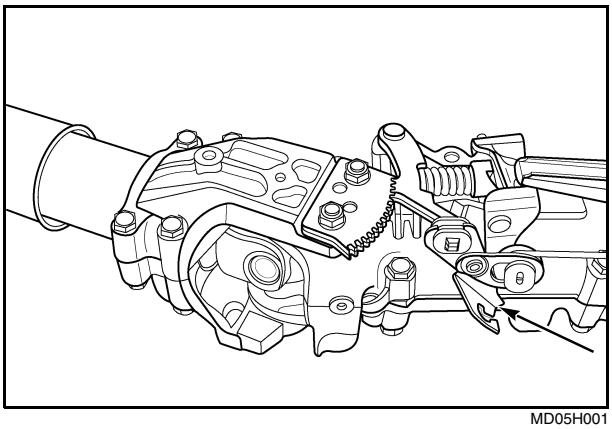
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TILT STEERING COLUMN DISASSEMBLY

STEP 1

Refer to Center Console, Steering Column, Pedals and Switches in this manual to remove the steering column from the tractor.

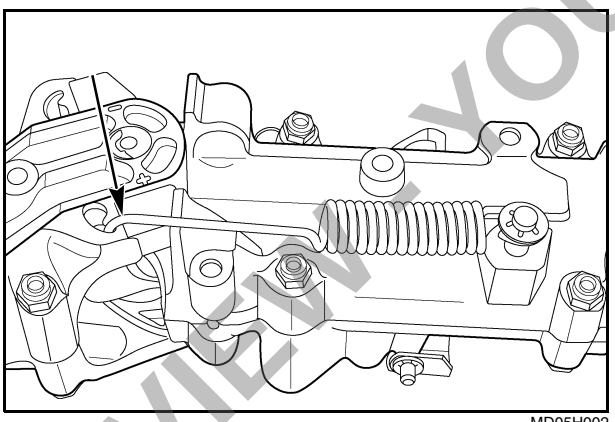
STEP 2



MD05H001

Press the release lever and tilt the steering shaft as shown.

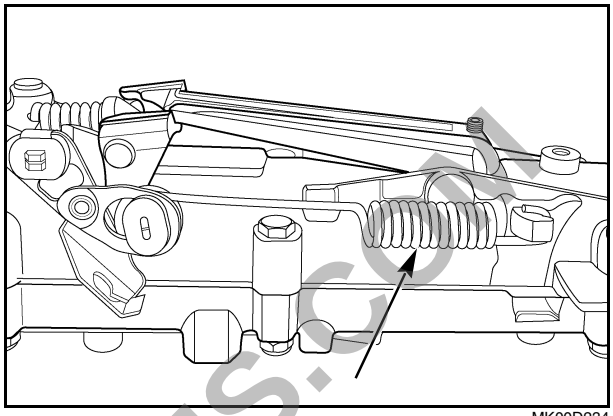
STEP 3



MD05H002

Remove the tilt spring.

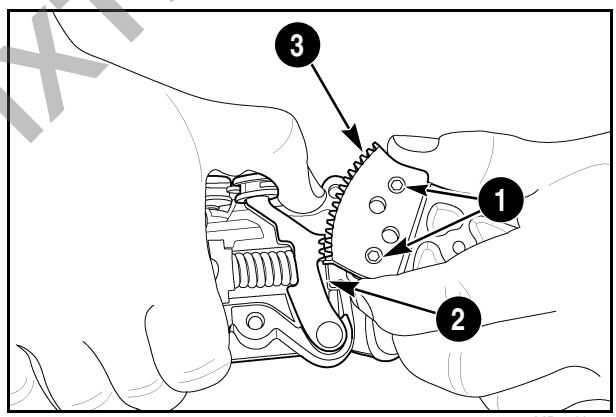
STEP 4



MK00D234

Remove the cable lever spring.

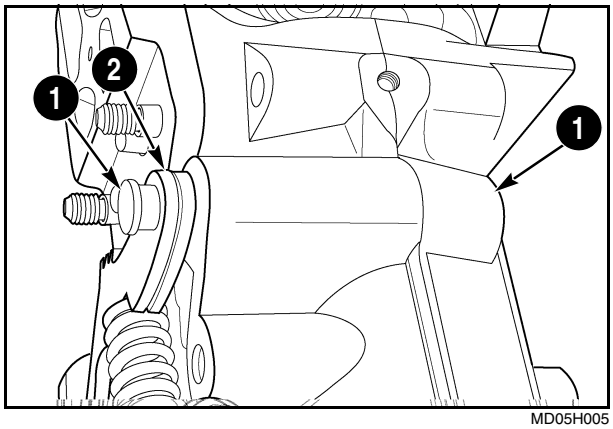
STEP 5



MD05H004

Remove the two nuts from the mounting studs (1). Move the tilt latch (2) from the tilt position gear (3) and remove the gear (3).

STEP 6



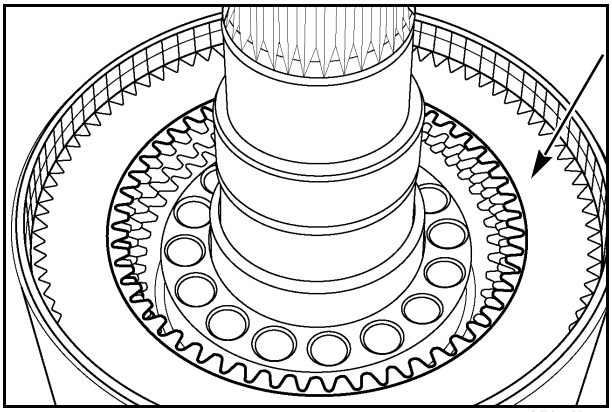
MD05H005

Remove the lock nut from the tilt latch pivot pin (1) and remove the pin from the latch (2) and steering column.

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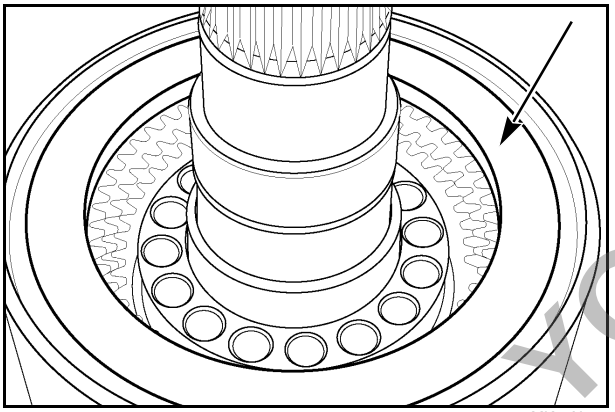
STEP 201



MK98N065

Install a single sided friction plate with the fiber side against the last steel plate installed.

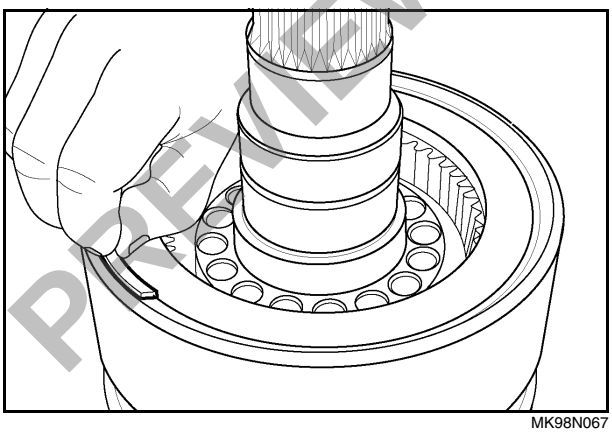
STEP 202



MK98N066

Install the clutch end plate.

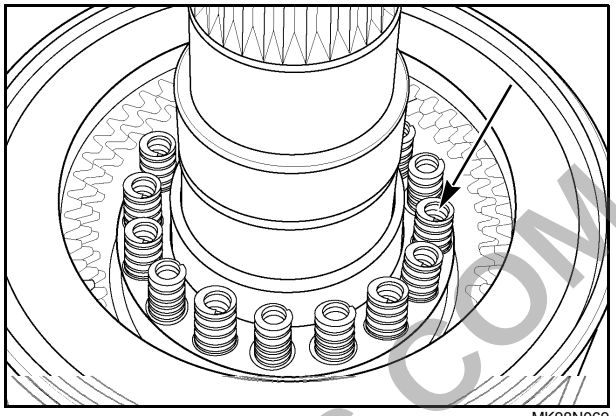
STEP 203



MK98N067

Install the end plate retainer ring.

STEP 204

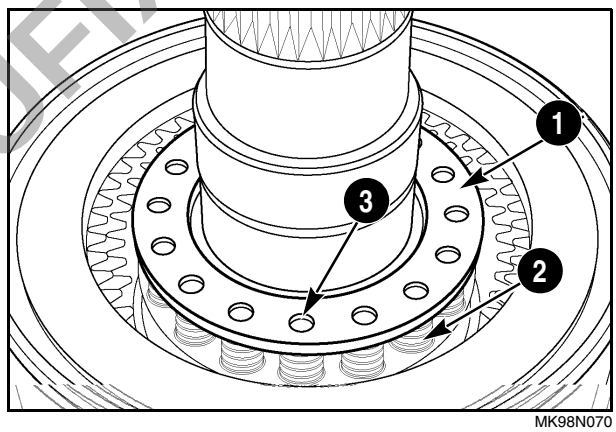


MK98N069

Install the sixteen piston return springs.

NOTE: *There are three types of clutch return springs used in the nine clutches. Be sure to use the correct springs from the specifications chart in the "Cleaning and Inspection" section of this manual.*

STEP 205



MK98N070

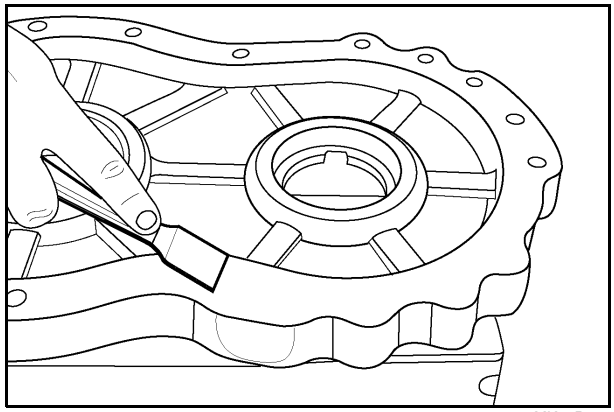
Install the spring retainer (1).

NOTE: *The springs (2) must align and fit over the raised surfaces (3) of the spring retainer (1).*

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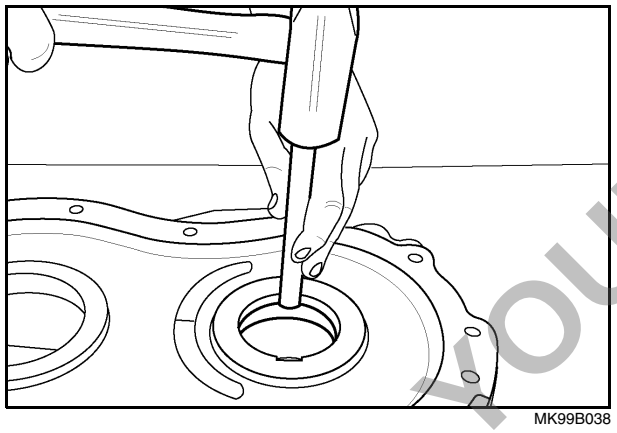
STEP 19



MK99B039

Clean all sealant residue from the housing.

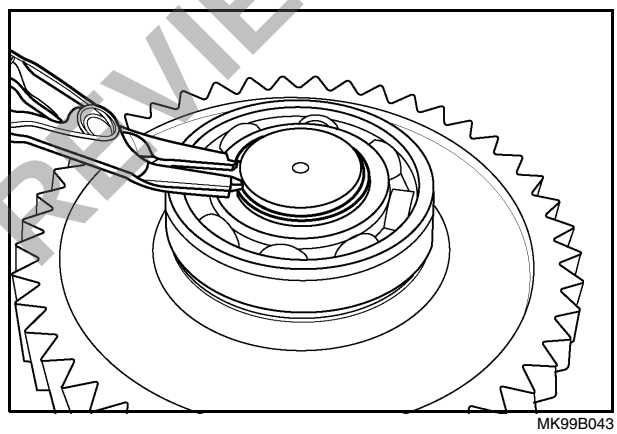
STEP 20



MK99B038

Turn the housing over and remove the bearing cup from the housing.

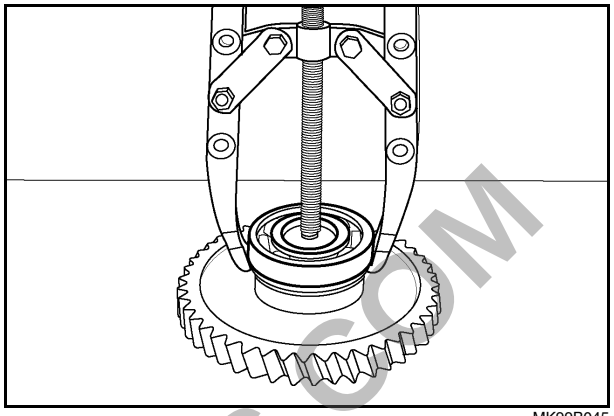
STEP 21



MK99B043

Remove the bearing retainer ring from the driven gear.

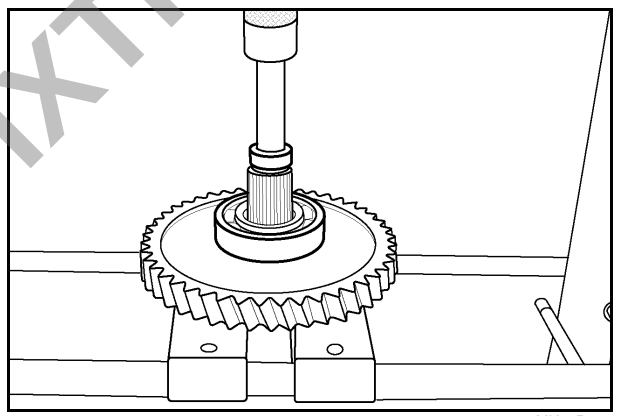
STEP 22



MK99B045

Use a puller arrangement to remove the bearing from the driven gear.

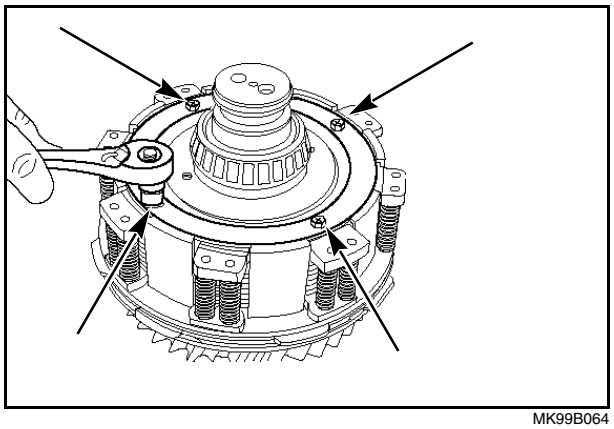
STEP 23



MK99B047

Press the shaft from the driven gear and bearing.

STEP 24



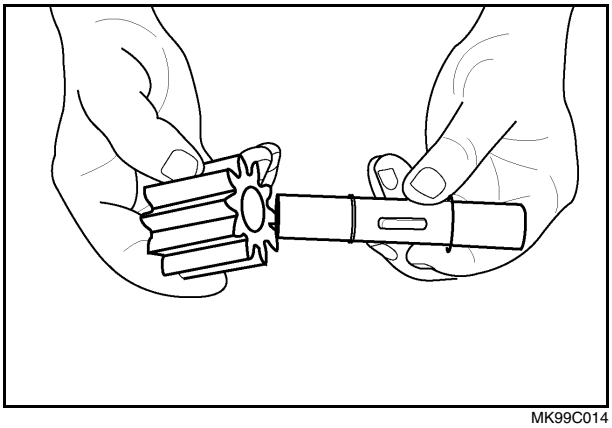
MK99B064

Loosen and remove the four bolts from the clutch assembly retainer plate.

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STEP 23

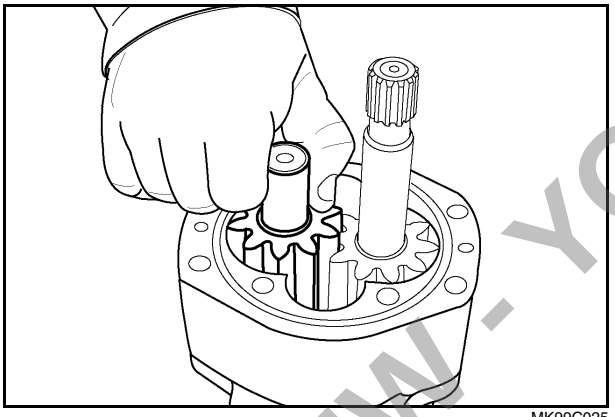


MK99C014

Assemble the idler gear rolled key, idler gear and spiral lock ring on the idler shaft.

IMPORTANT: *Be sure the spiral lock ring is fully seated in the groove on the shaft. The marked side of the gear should be up.*

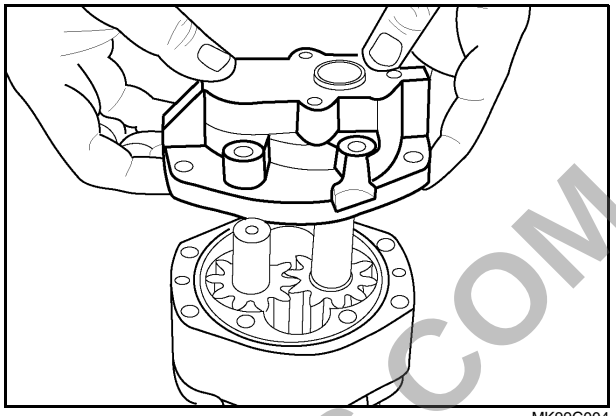
STEP 24



MK99C025

Lubricate the gear and shaft with clean operating fluid. Install the idler shaft so that the reference mark on the end of the shaft is up.

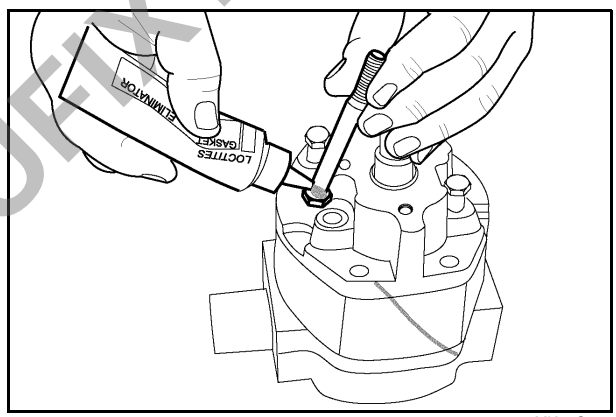
STEP 25



MK99C004

Lubricate all gears and shafts with clean grease. Align the reference marks and install the drive end cover over the dowel pins. Push the covers and center section together firmly.

STEP 26



MK99C002

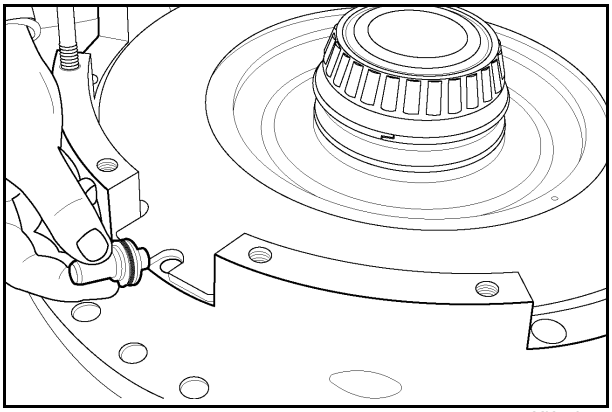
Put Loctite 518 Gasket Eliminator under the bolt heads of the four longer inside retaining bolts. Install all eight retaining bolts and tighten in a star pattern to a final torque of 27 lb ft.

IMPORTANT: *Check pump rotation. The pump must turn freely with no binding or lockup.*

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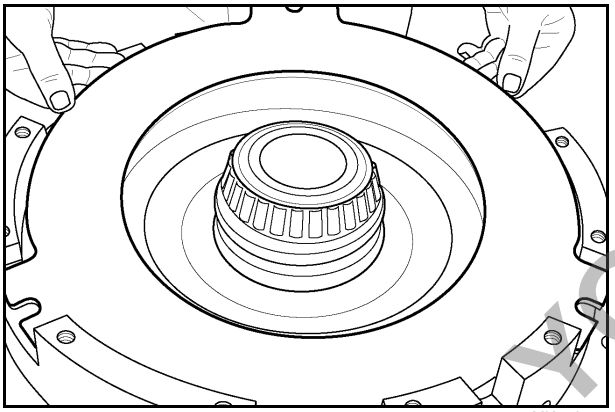
STEP 120



MK97A146

Remove each of the three brake adjuster pins with belleville spring washers.

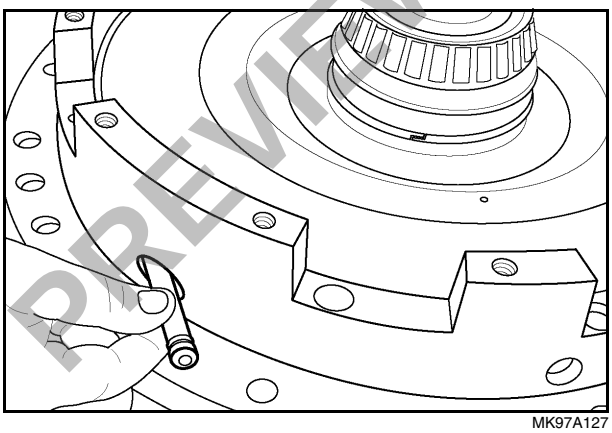
STEP 121



MK97A118

Remove the brake return plate from the carrier.

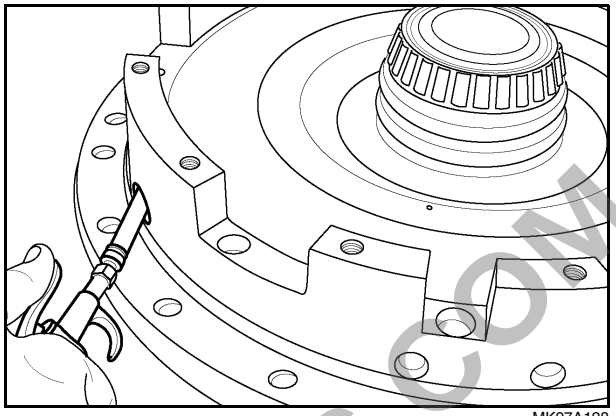
STEP 122



MK97A127

Temporarily install a short jumper tube into the service brake pressure port.

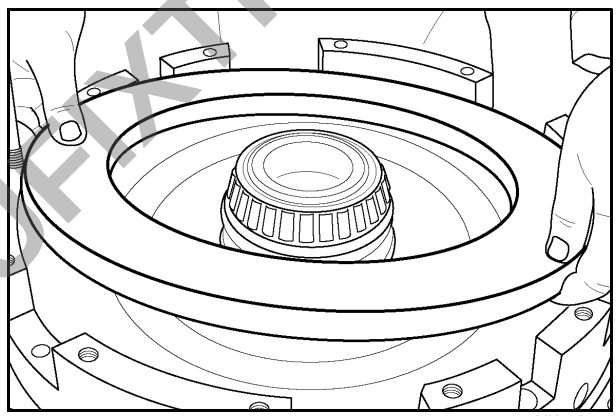
STEP 123



MK97A128

Use a short burst of compressed air to lift the brake piston out of the bore.

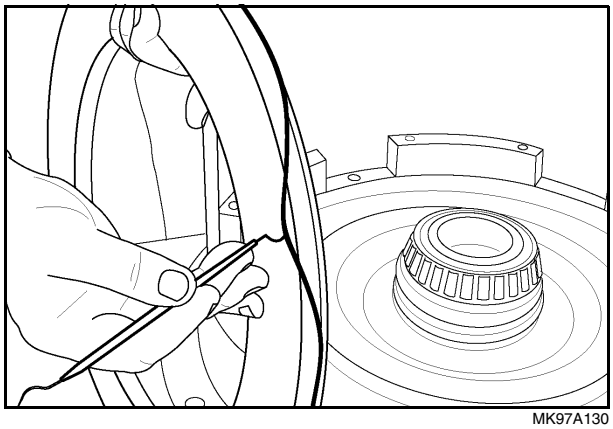
STEP 124



MK97A129

Remove the piston from the carrier.

STEP 125



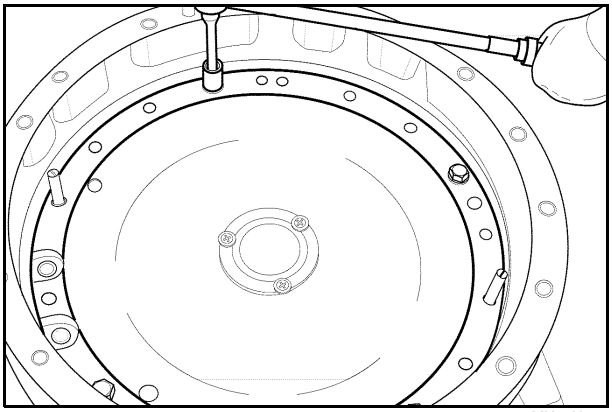
MK97A130

Remove and discard the O-ring from the OD of the piston.

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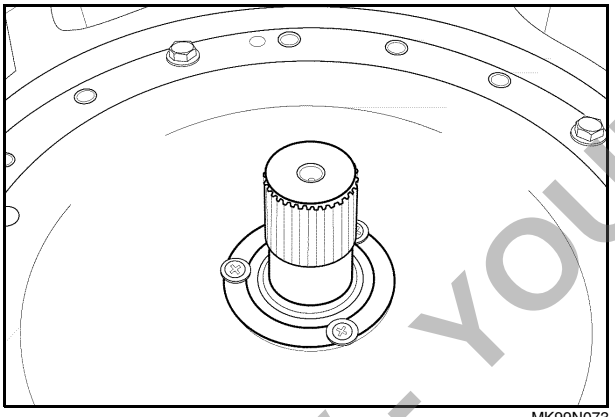
STEP 249



MK99N072

Install four of the carrier retaining bolts with washers 90 degrees from each other. Tighten the bolts evenly to specifications.

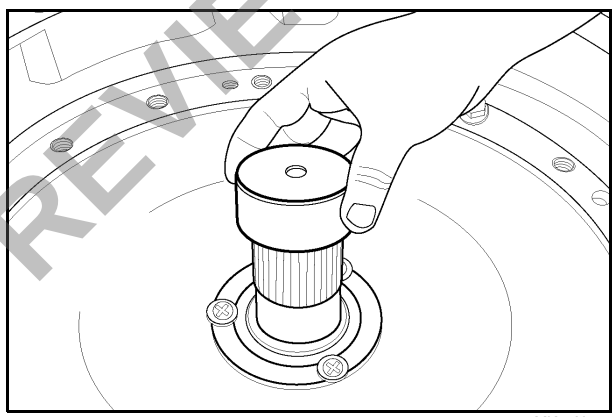
STEP 250



MK99N073

Install the RH axle stub shaft into the differential.

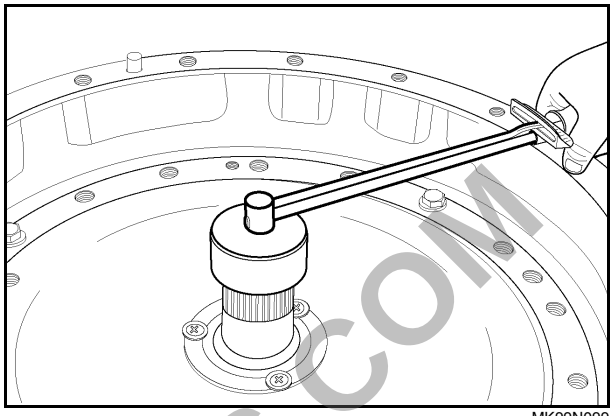
STEP 251



MK99N098

Install the CAS 2508 Differential Rolling Torque Adapter over the gear.

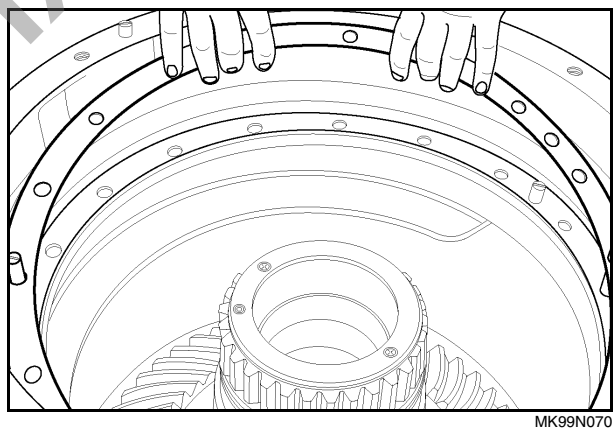
STEP 252



MK99N099

Connect a torque wrench to the adapter. Rotate the differential and measure the differential carrier bearing rolling torque. Bearing preload will be correct when 55 to 120 inch lb (6 to 13 Nm) of smooth and consistent rolling torque is measured on the torque wrench.

STEP 253



MK99N070

If differential bearing preload is out of tolerance, add or remove shims as required from the RH and/or LH bearing support shim pack until bearing preload is correct.

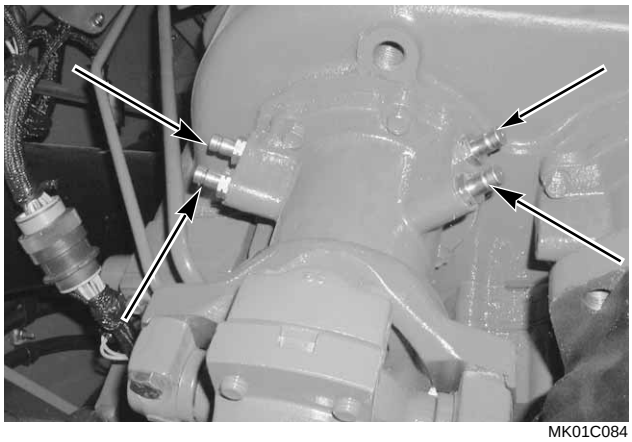
NOTE: *Adjust used bearings to the low end of the rolling torque specifications.*

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PTO AND TRANSMISSION PRESSURE TEST REASSEMBLY

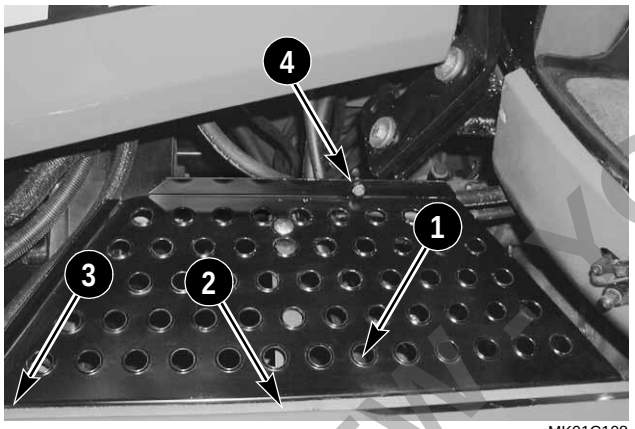
STEP 17



MK01C084

Remove all gauges and all the pressure test port adapters from all test ports and install the M14 or M18 ORB plugs. Tighten all plugs to specifications.

STEP 18

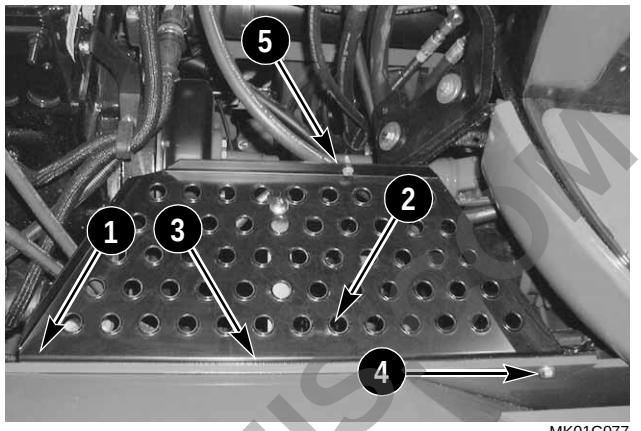


MK01C108

QUADTRAC TRACTORS

Lower the step onto the middle mounting bolt (1). Install the bracket to frame bolt (2) and front bolt (3) washers and nut. Tighten all step mounting bolts to specifications. Install and tighten the hose clamp (4).

STEP 19

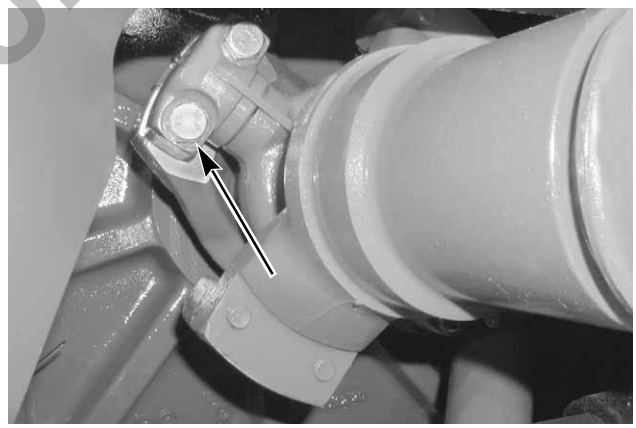


MK01C077

380, 430, 480 AND 530 Wheeled Tractors

Install the step on the front (1) and middle (2) bolts and washers. Install the bracket to frame bolt (3) and washer. Install the rear bolt (4) and washer. Tighten all step mounting bolts to specifications. Install and tighten the hose clamp (5).

STEP 20



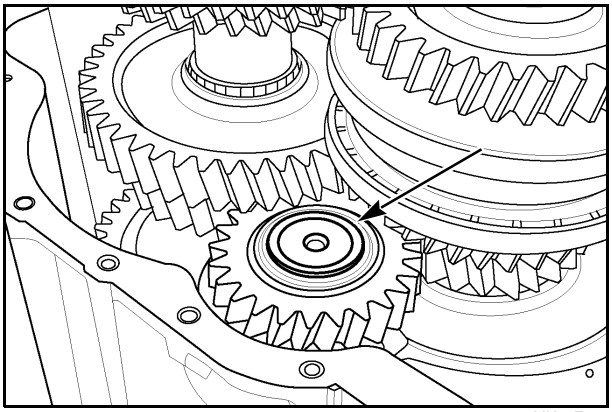
MK01C078

Install the rear intermediate shaft on the transmission rear axle output yoke. Tighten the four mounting bolts to specifications.

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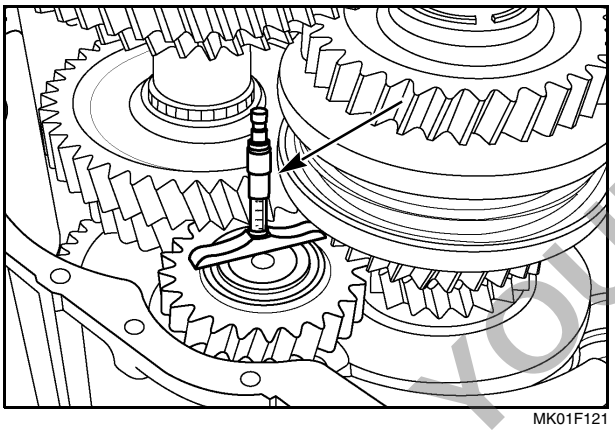
STEP 239



MK01F086

Install the reverse idler gear upper bearing.

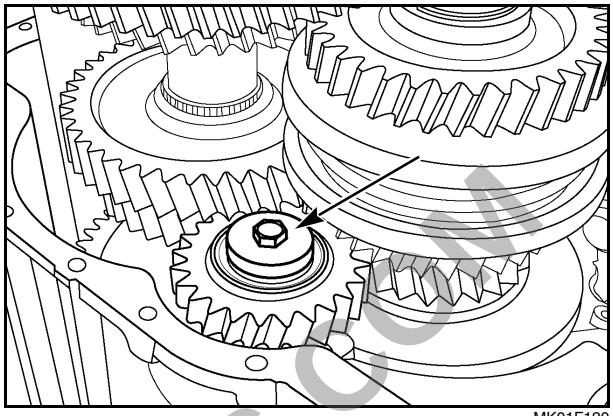
STEP 240



MK01F121

Install the retaining washer and bolt without shims. Tighten the bolt to a torque of 54 Nm (40 lb ft). Remove the bolt and washer. Be careful not to lift up on the gear. Use a depth micrometer to measure from the inner bearing race down to the shaft end.

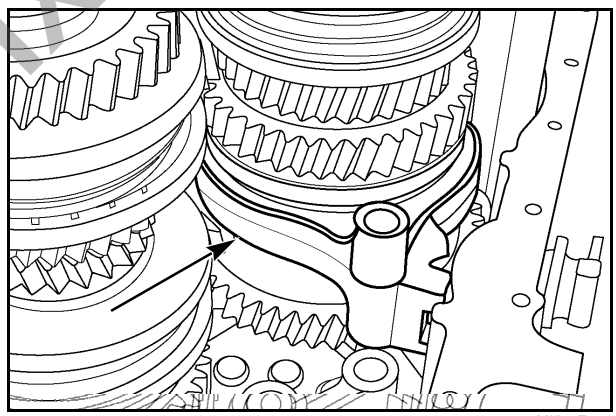
STEP 241



MK01F120

Install shims equal to 0.05 mm (0.002 inch) or less than the measurement in Step 295 to preload the bearing. Install the retaining washer and bolt. Tighten the bolt to a torque of 206 to 235 Nm (152 to 174 lb ft).

STEP 242



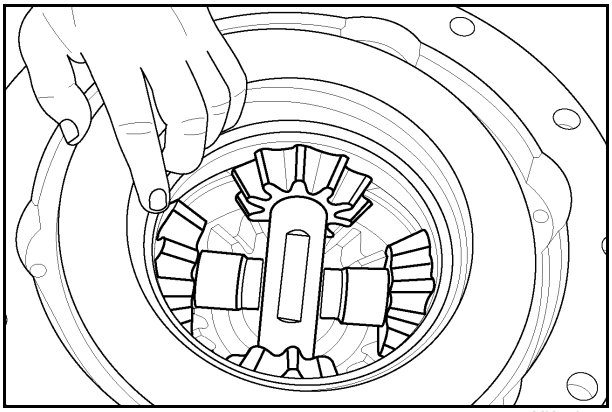
MK01F122

Lift the A-B range synchro sleeve into the B (up) position. Install the A-B range shift fork assembly. Move the synchro sleeve back into the neutral position. be sure the shift fork is engaged in the center groove of the range synchro sleeve.

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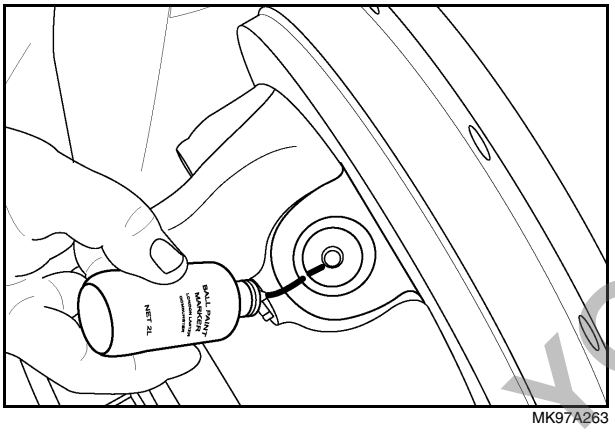
STEP 169



MK97A285

Remove the diff lock piston from the RH case.

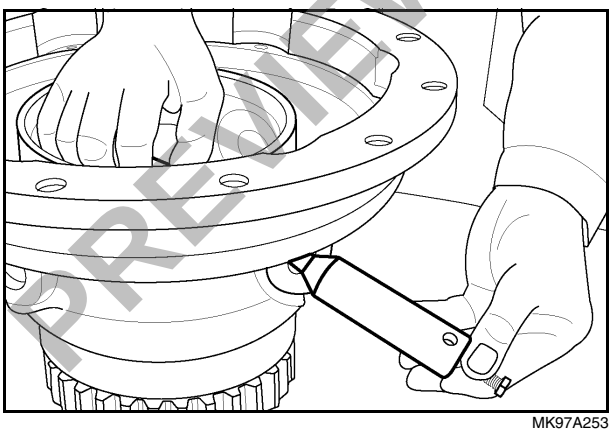
STEP 170



MK97A263

Match mark one of the short pinion gear shafts for assembly reference.

STEP 171

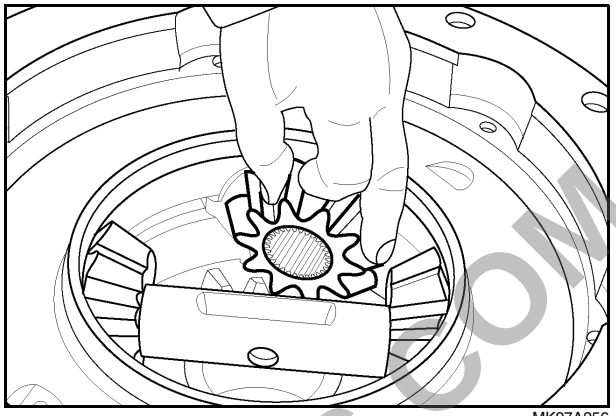


MK97A253

Install an M8 x 1.25 bolt into the threaded hole in the end of each short pinion gear shaft. Remove the short shafts and spacer sleeves from the RH case.

NOTE: *There are 28 uncaged needle roller bearings in each of the four pinion gears.*

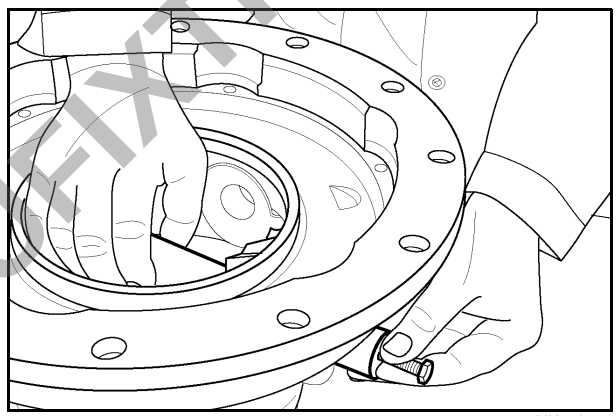
STEP 172



MK97A256

Remove the spider gears for the short shafts from the case.

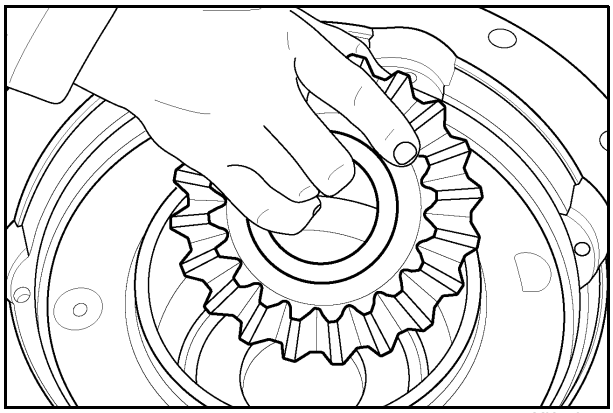
STEP 173



MK97A254

Use the same procedure to remove the long spider gear shaft, spacer and spider gears.

STEP 174



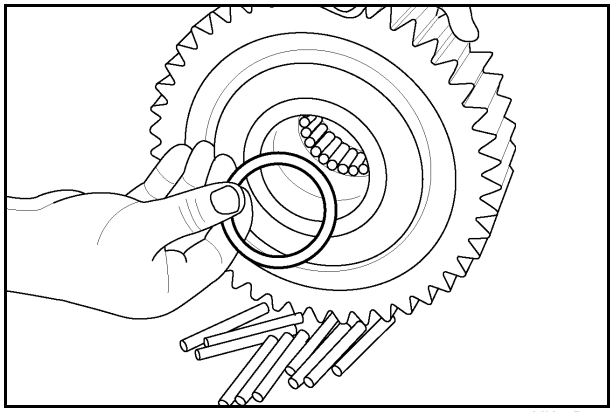
MK97A247

Remove the side gear from the bottom of the case.

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STEP 26



MK99D112

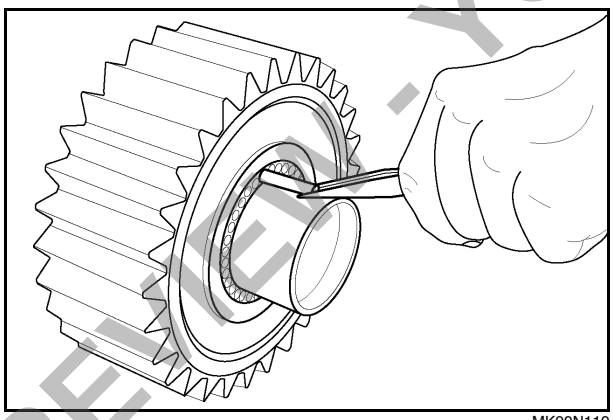
Remove the needle roller bearings and separator ring from within the gear. Repeat Steps 22 through 26 for each remaining planet gear.

Clean and inspect all final drive gears, bearings and other parts for too much wear or other damage. Replace all worn or damaged parts.

Repeat Steps 6 through 26 to disassemble the opposite side final drive.

PLANETARY CARRIER ASSEMBLY

STEP 27

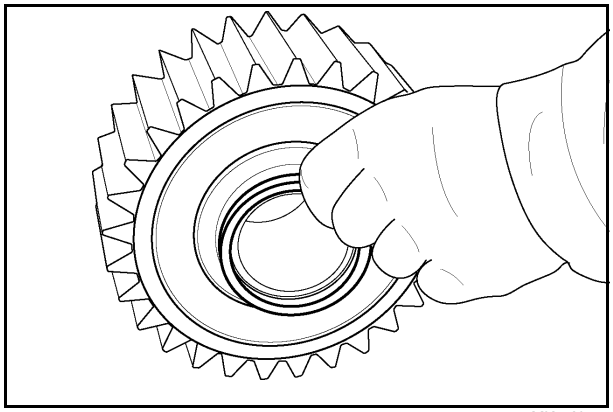


MK99N119

Lubricate the needle roller bearings with clean grease or petroleum jelly and load 29 bearings on one side of the gear.

NOTE: *Use the CNH 299133 Pilot Sleeve to hold the first row of needle bearings in place.*

STEP 28

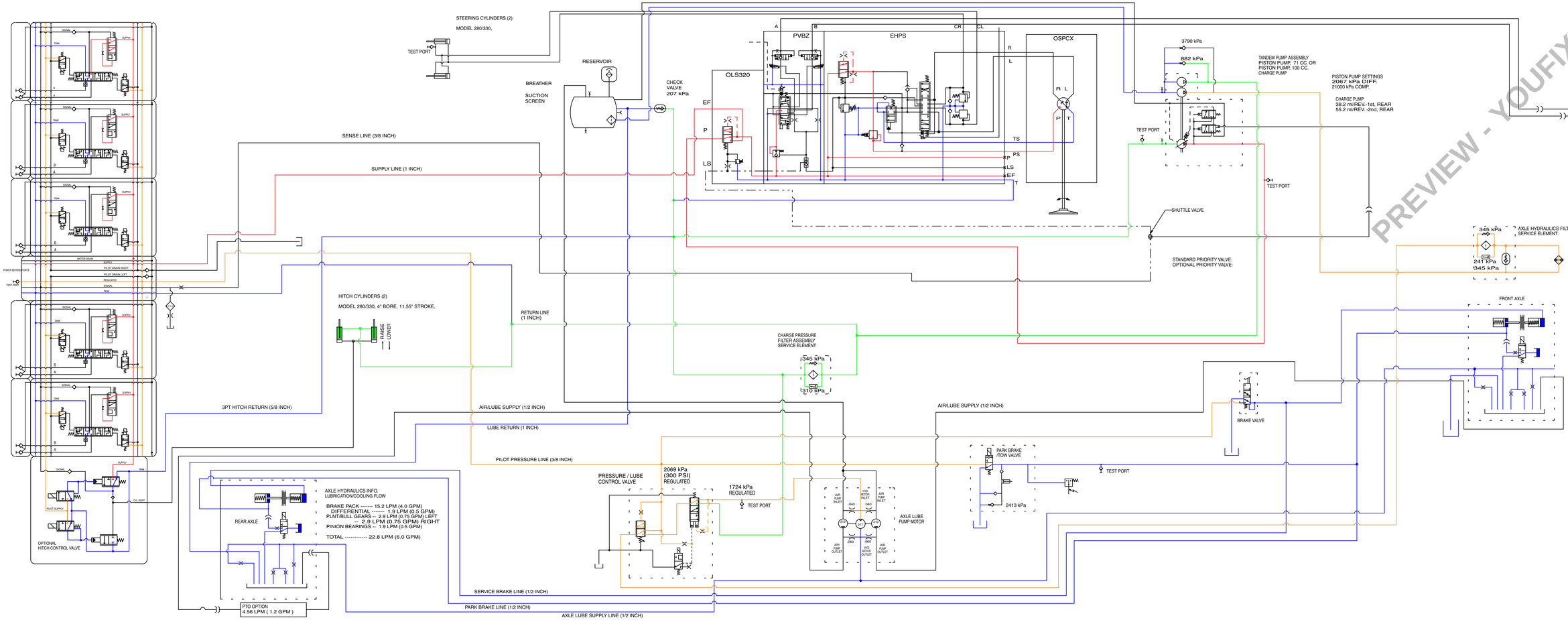


MK99N120

Install the separator ring into the gear.

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STX SERIES TRACTORS

STX 280 AND 330

NAO AND EURO HYDRAULIC SCHEMATIC, EQUIPPED WITH ACCUSTEER

RAC. 87522496

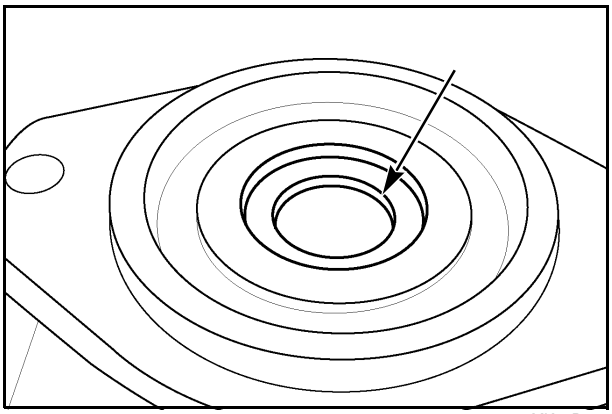
LEGEND

- PFC PISTON PUMP
- REGULATED CIRCUIT PUMP FLOW
- CHARGE LUBE/LUBE PUMP FLOW
- RETURN TO TANK/SUMP

HYDNAOSTX02

PISTON PUMP ASSEMBLY

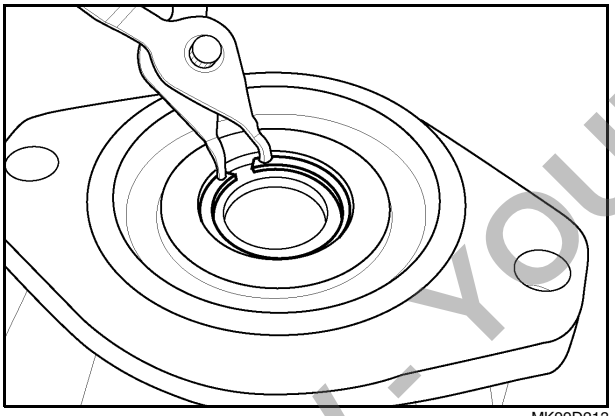
STEP 80



MK99D215

Use a seal driver to install a new seal in the pump housing deep enough to install the retaining ring.

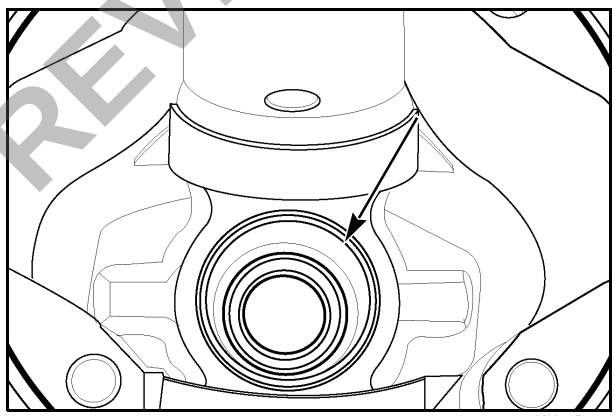
STEP 81



MK99D213

Install the retaining ring. Use the seal driver from inside the pump housing to seat the seal against the retaining ring.

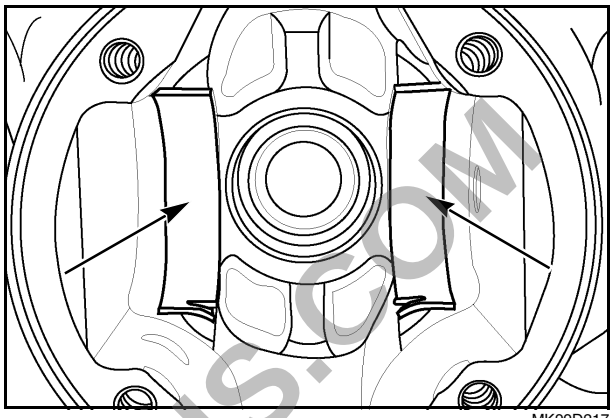
STEP 82



MK99D268

Use a bearing driver to install the bearing cup in the pump housing.

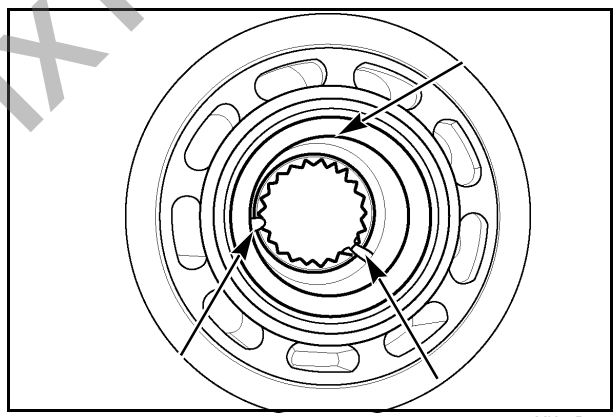
STEP 83



MK99D217

Install the swash plate trunnion bearings.

STEP 84



MK99D224

Apply a small amount of Lubriplate No. 105 to the tension pin grooves in the cylinder block and install the three tension pins as shown.

NOTE: *The assembly lube will hold the pins in place during Steps 85 and 86.*

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A return stand pipe in the center section of the axle causes the fluid from the brake, air/lube pump and pinion to pool in the bottom of the axle. When the fluid level is above the stand pipe the air pressure from the air/lube pump forces the excess fluid back to the reservoir. The fluid pooled in the bottom of the axle lubricates the final drive gears and bearings, and additional lubrication to the other axle components.

Heavy Duty 500 Series Axles

The air/lube pumps deliver 4.56 LPM (1.25 GPM) of hydraulic fluid lubricant and air pressure to each axle. The air/lube mixture enters the axle at the brake side final drive. A tee adapter at the lubrication inlet port and an orificed external tube line delivers 2.84 LPM (0.75 GPM) to the final drive not served by the air/lube pump. The lubrication fluid will pool in each final drive until it reaches the return orifices and flows back to the axle center. The pooled fluid lubricates the final drive bearings and gears.

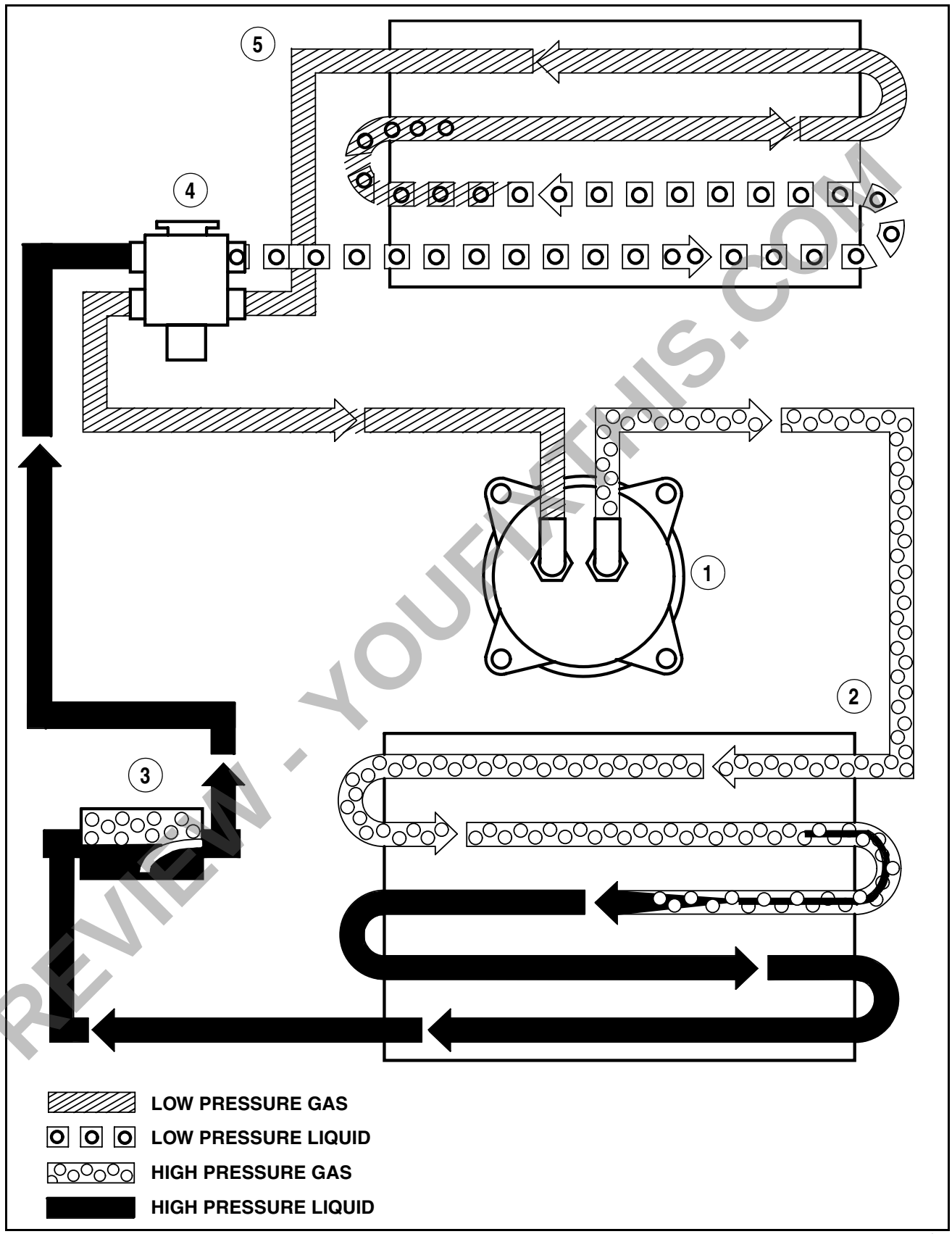
An external tube line from the axle manifold to the pinion cover delivers fluid to lubricate the pinion bearings and gears. An orifice in the pinion cover directs 1.9 LPM (0.50 GPM) to the pinion bearings. An orifice, elbow fitting and tube on the inside of the pinion cover delivers 1.9 LPM (0.50 GPM) directly on the pinion gear.

An orificed jumper tube between the manifold and the axle housing delivers 15.2 LPM (4 GPM) to the brake assembly. The fluid cools and lubricates the friction and steel plates as it passes through the brake assembly. When the fluid exits the brake assembly it returns to the center of the axle.

The return port in the bottom pinion side of the axle housing uses the air pressure from the air/lube pump to push the excess fluid back to the reservoir. The 500/510 series axles do not have a fluid return stand pipe in the axle housing and the air pressure prevents the fluid from pooling in the bottom of the axle. The system is designed to provide the right amount of fluid to the right locations to cool and lubricate the axles without the components operating in a pool of fluid.

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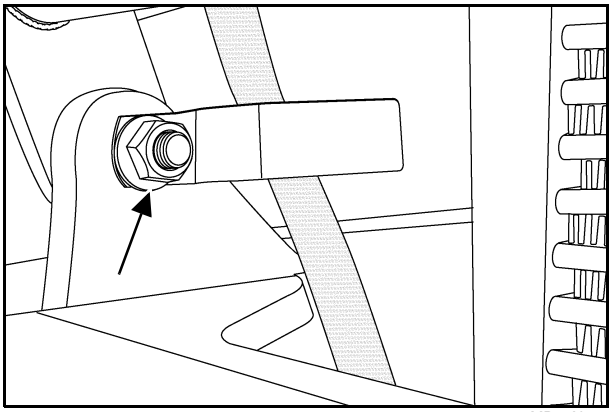
209L95

1. COMPRESSOR
2. CONDENSOR
3. RECEIVER-DRIER
4. THERMAL EXPANSION VALVE
5. EVAPORATOR

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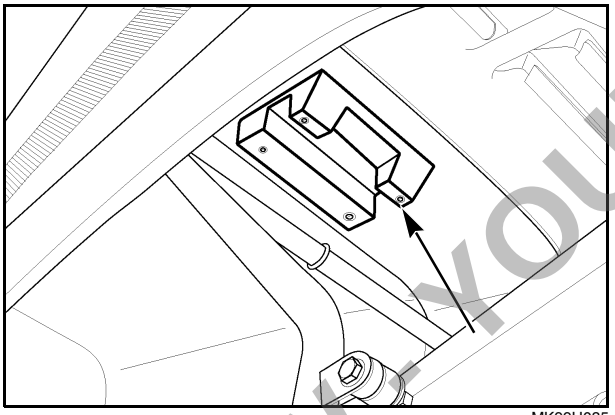
STEP 17



MD05N082

Install the pivot bolt and bushing through the hood hinge. Install the head light wire harness clamp, washer and nut. Tighten the nut and bolt to specifications.

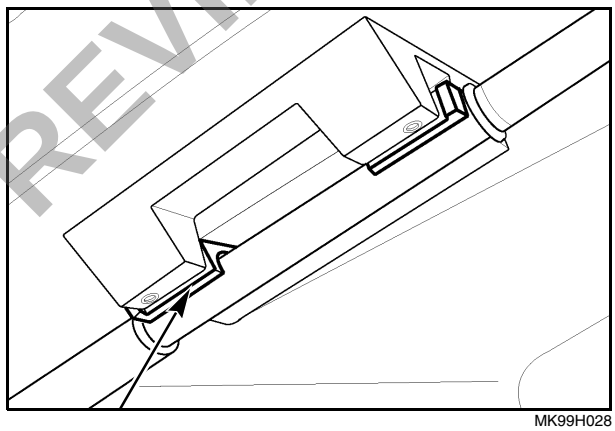
STEP 18



MK99H035

Use the hoist to raise the hood until the hood support bar can be installed in the channel.

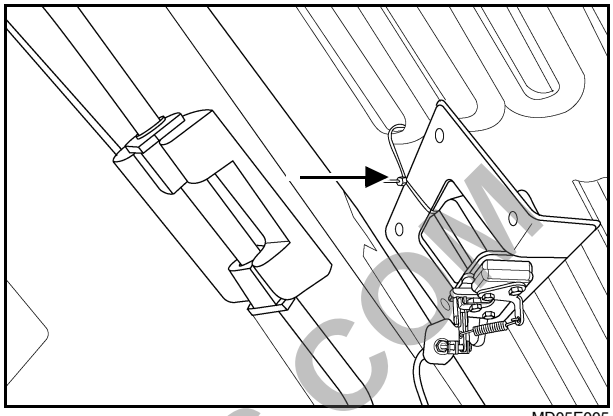
STEP 19



MK99H028

Install the upper bearing blocks and support bar in the hood channel.

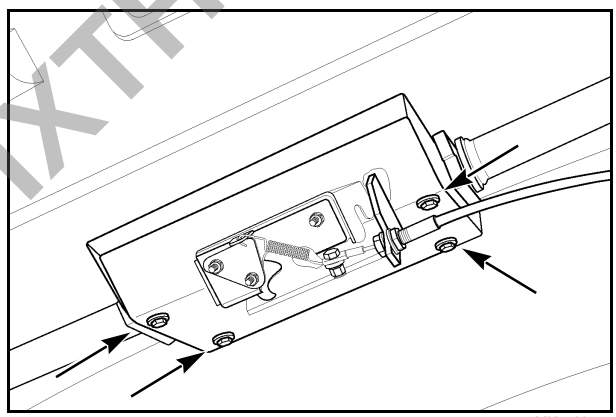
STEP 20



MD05E005

Remove the hood latch from the hood vents.

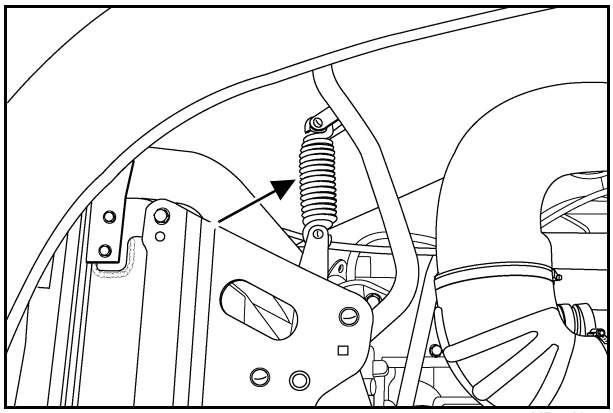
STEP 21



MK99H038

Install the bottom two bearing blocks between the lift bar and the latch assembly. Install and tighten the four hood latch mounting bolts to specifications.

STEP 22



MD05N078

Raise the hood to a position where the lift assist spring can be installed on the lift bar without any tension.

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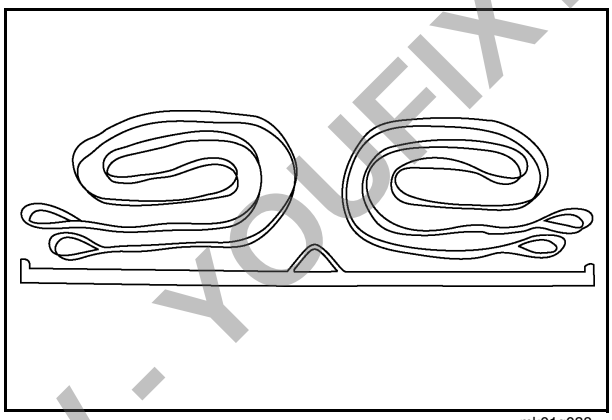
HOOD REMOVAL 9016-3

HOOD INSTALLATION 9016-5

SPECIAL TORQUE VALUES

	Metric Value	U.S. Value
Hood HInge Pivot Bolts	94 to 106 Nm	69 to 73 lb ft
Hood Latch Mounting Bolts	14 to 16 Nm	10 to 12 lb ft

RECOMMENDED TOOLS



mk01g038

380002461 SPANNER BAR WITH TWO 120 INCH LIFTING STRAPS

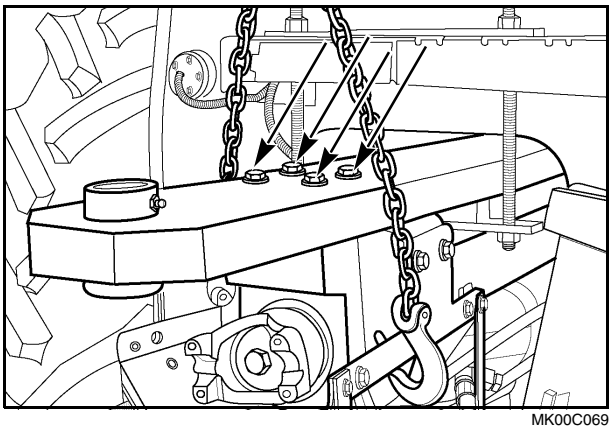
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CONNECTING LINK REMOVAL

For connecting link removal, the tractor frames must be separated approximately 100 inches (2540 mm).

STEP 80

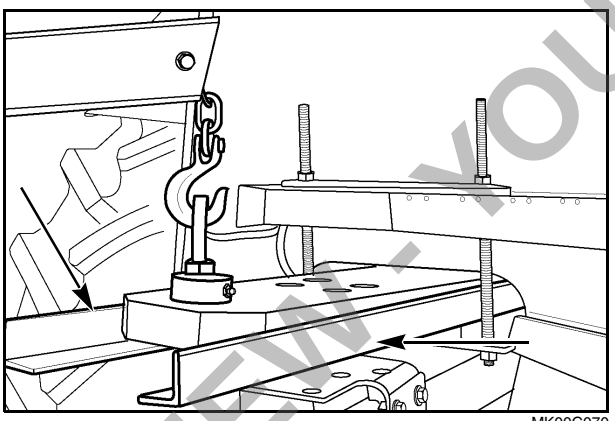


MK00C069

WITH PTO

If equipped with PTO, loosen and remove the four PTO hanger bearing mounting bolts. Lower the PTO hanger bearing mount.

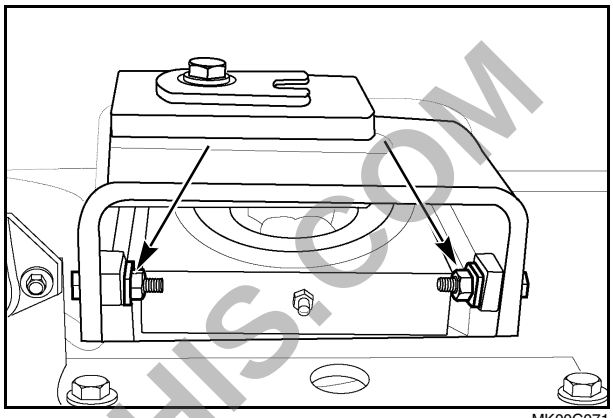
STEP 81



MK00C070

Using a mobile floor hoist lift and support the connecting link, slide both CAS 2752-2 Slide Rails to the rear of the tractor until they rest upon the shelf next to the connecting link rear bearing.

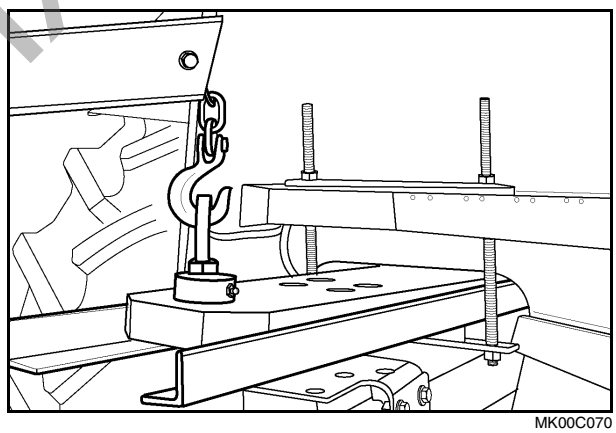
STEP 82



MK00C071

Secure the two slide rail angles to the rear of the tractor as shown using the two bolts and nuts.

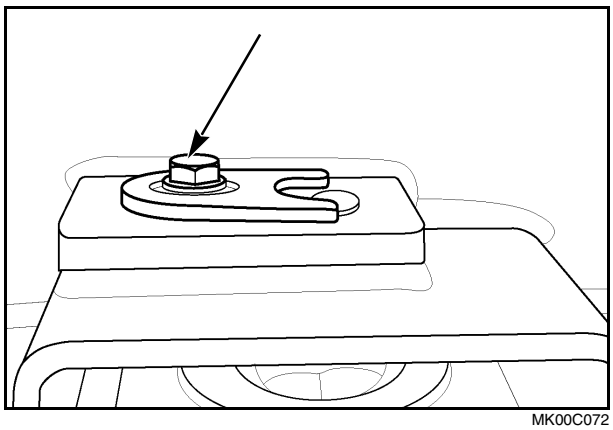
STEP 83



MK00C070

Slowly lower the connecting link until it rests on the two slide rail angles.

STEP 84



MK00C072

Loosen and remove the rear connecting link pin retainer bolt, washer and spacer.

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FAULT CODE HITCH 1030
Slip Set Switch Failed in the Armrest Controller

Cause:
The Tractor Data Bus signaled that the slip set switch has failed.
The hitch controller received the signal from the armrest controller.

Possible failure modes:
1. The slip set switch failed in the armrest controller.
2. Software execution error in the armrest controller.

Solution:
The slip set switch is wired directly to the armrest controller. If the slip set switch fails in the armrest controller, the fault code ARM 1059 should exist.

1. Check for fault code ARM 1059 at the armrest controller. If ARM 1059 exists, follow the corresponding corrective action.
2. Check the function the armrest controller.

NOTE: *See schematic section 45 of the poster schematic.*

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FAULT CODE TRANS 117
5F Clutch Solenoid Coil Shorted Or Its Wiring Shorted To Power

Cause:

The transmission controller has turned 5F clutch solenoid OFF but sensed current in the circuit.

Possible failure mode:

1. The 5F clutch solenoid coil shorted to power.
2. 5F clutch solenoid wiring shorted to power.

Solution:

The transmission controller measures the current from the 5F clutch solenoid circuit. If the current is higher than a set limit, it means the circuit is shorted to power.

1. The transmission controller is located underneath the fuse/relay panel in cab. Visually inspect the wiring harness from the transmission controller to the solenoids on the front of the transmission. Check the wiring harness for damage.
2. Disconnect connector C026 and C028 from the transmission controller.
   Measure the resistance between cavity 7 of connector C028 and cavity 13 of connector C026 at the wiring harness side.
   The resistance should be around 10 ohms.
3. Measure the resistance between cavity 7 and cavity 1 of connector C028. There should be no continuity. If the resistance is less than a few ohms, there is a shortage from the wire to the power. Check for wire damage between 5F clutch solenoid wiring and fuse #39.
4. Measure the resistance between cavity 7 and cavity 14 of connector C028. There should be no continuity. If the resistance is less than a few ohms, there is a shortage from the wire to the power. Check for wire damage between 5F clutch solenoid wiring and fuse #3.
5. If no problem could be found in the above checks continue with item 6.
6. Remove wire/pin 7 from connector 0C28 and remove wire/pin 13 from connector C026. See the instructions near the beginning of this section for the proper procedure. Once the wires/pins are removed reconnect the connectors back to the transmission controller.
7. Place the transmission control lever in Park position. Start the engine and raise the inching pedal.
8. Check for voltage from pin 13 to the ground. The voltage should be 0 volts. Operate tractor functions such as PTO, Diff Lock, AC, lights etc., to locate the source of shortage. It may be necessary to drive the tractor and shift gears up and down while checking for voltage. If under any condition voltage is present, pursue troubleshooting for a short circuit accordingly.
9. Repeat the procedure from above checking for shortage from pin 7 to ground.
10. When the check is completed return the wire/pin to the proper cavity in each connector. See the instructions near the beginning of this section for the proper procedure.

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FAULT CODE AUX 51042
Controller Internal Failure

Cause:
Remote valve current limiting protection error: valve current limit out of range high.

Possible failure modes:
Controller failure.

Solution:
Check the power supply and ground of the remote hydraulic controller. Check the controller function.

1. Verify system voltage at cavity 1 and 12 of connector C053.
   The voltage should be from 9.8 to 14.5 volts. If not, check the battery and the alternator regulator.
2. Check the controller ground at cavity 2 and 11 of connector C053.
   There should be good connections from the two cavities to the clean ground.
3. Clear the fault codes. Cycle the key switch to OFF, then to ON. If the fault code occurs again, replace the remote hydraulic controller.

NOTE: *See schematic sections 52 and 53 of the poster schematic.*

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