SPECIFICATIONS

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Caution - *Pressure test data are reliable only if the gauge* **A 711150** *is functionally efficient and correctly installed and if temperature and speed conditions requirements have been met.*
Do not start overhauling or repairing an engine following a single low compression reading, or if the gauge is not the one indicated or if the test has not been carried on as specified.

REMOVING THE ENGINE FROM TRACTOR

Proceed according to the following sequence:

1. *Front axle.* Remove radiator grille (Fig. 0/4) after rotating the upper stop (**21**) in either direction indicated by the arrows, disconnect the ground cable (**26**, Fig. 0/5) and then the battery. Disconnect the headlamp cables from the front connections (**23**) and remove the headlamps, then remove the nuts securing the front hood to the side panels, and, finally, remove the front hood. Withdraw from the intake hose the two band clamps securing both hose and headlamp cable strap and then remove the positive cable (**24**) attaching plate.
Drain radiator water through the cock (**18**, Fig. 0/2) and slacken the water inlet and outlet hose band clamps.
Detach the drag link (**27**, Fig. 0/6), place a shop stand or wooden blocks under the oil sump and insert two wedge blocks, between traverse and axle support. Remove the screws and detach the axle from engine being careful to avoid upsetting the assembly or damaging the fan blades with the air shroud.

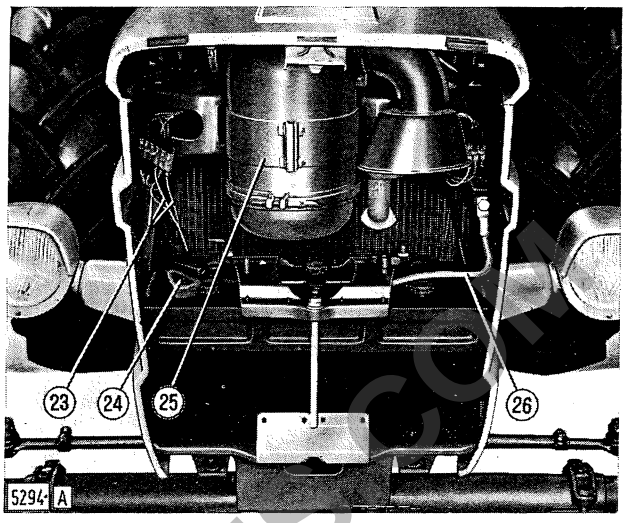


Fig. 0/5 *- Front view of tractor without cowling.*
23. Headlamp connection cables. - 24. Battery positive cable. - 25. Air cleaner band clamp. - 26. Battery ground cable.

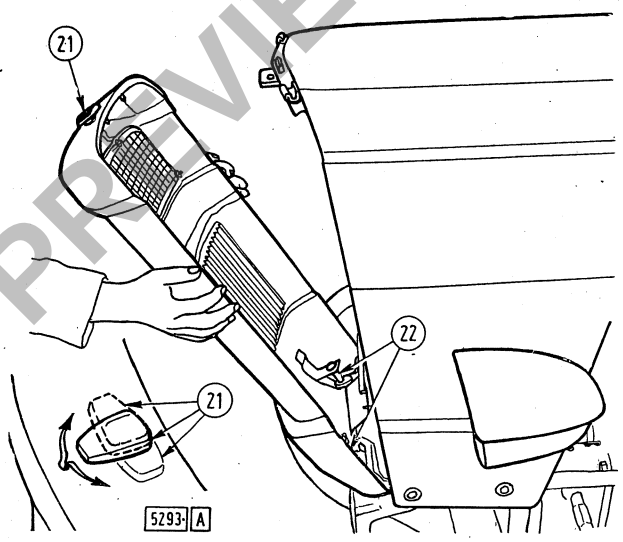


Fig. 0/4 *- Removing the cowling after turning upper lock pin (21) and withdrawing the pins (22) from the lower support.*

2. *Hood and cowling (Fig. 0/7).* Remove all the fastenings and starter switch (**35**, Fig. 0/8), disconnect the instrument connections on the panel (**32**) and then remove the same panel.

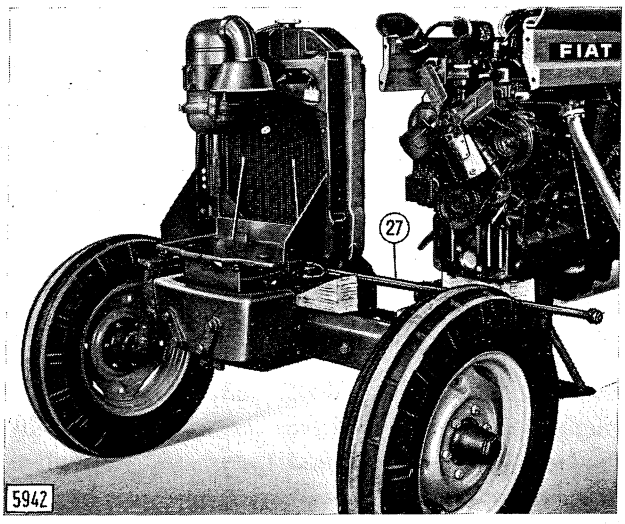


Fig. 0/6 *- Removing front axle from engine.*
27. Steering tie-rod.

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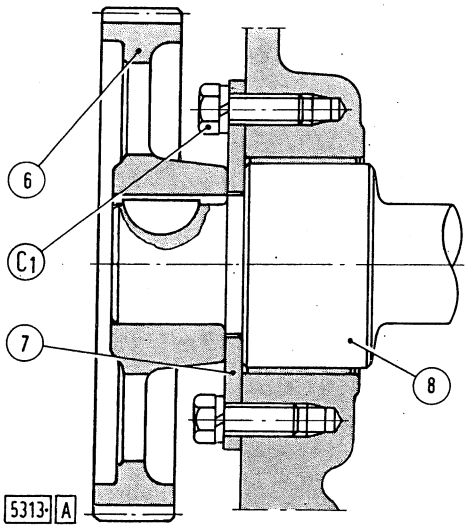


***Fig. II/3** - Section view of the camshaft drive (8).*
C_1. Capscrews securing the gear and camshaft assembly to the crankcase. - 6. Driving gear. - 7. Stop plate.

Turn the engine 180° on turnover stand, remove the oil sump and disassemble the oil pump as its driving gear is driven from the camshaft helical gear teeth.
Remove the access cover of the timing gears following the instructions reported on page **29**, then unscrew the capscrews (C_1, Fig. II/3) securing the back-up plate to the timing gear case and withdraw by hand the shaft complete with its drive gear (Fig. II/4).

Replacing the camshaft sleeve bearings.

In case of bearing replacement we recommend the following sequence:

— remove the timing gear case, if necessary, to ease the job;

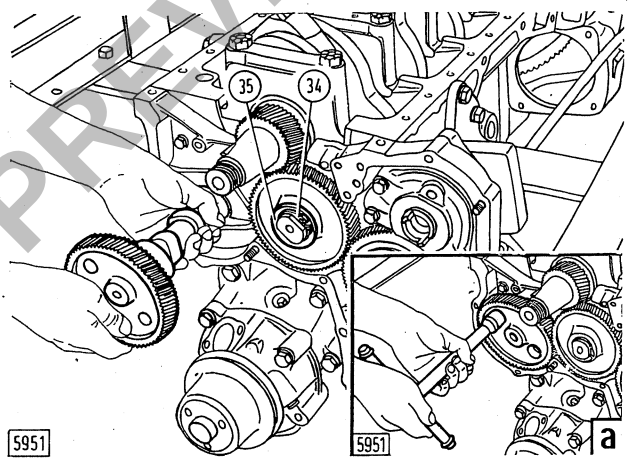


***Fig. II/4** - Removing the camshaft after withdrawing the screw securing stop plate to crankcase (a).*
34. Retaining ring. - 35. Washer.

— use the universal puller **A 537105** on the front bearing (Fig. II/5) and the same puller with extension for the intermediate one;

— remove the rear crankcase mount;

— drive out the expansion plug located at the rear sleeve bearing using a suitable bar through the crankcase;

— remove the rear bearing with the same pullers used on front and intermediate ones.

At installation, be sure to:

— arrange bushings so that lube passages are aligned with the crankcase one;

— drive in the intermediate bushing with the installation tool **A 95543**;

— use installation tool **A 95058** for the front and rear bushings;

— ream the bushing with the reamer **U 517090** to the diameter specified in Fig. II/6;

— when fitting the crankshaft rearmost bearing, be sure to see if this is in the modified version i.e., with curved uppermost surface so to shield the expansion cup on the crankcase from the outside; if otherwise, fit a rubber plug with replacement inside the cup, to avoid ingress of water in the clutch compartment.

Camshaft and bearing checks.

Measure journal and bearing wear and check service clearance (see table of data).
Sleeve bearings are not available with undersized bores; if necessary, replace both bearings and camshaft.

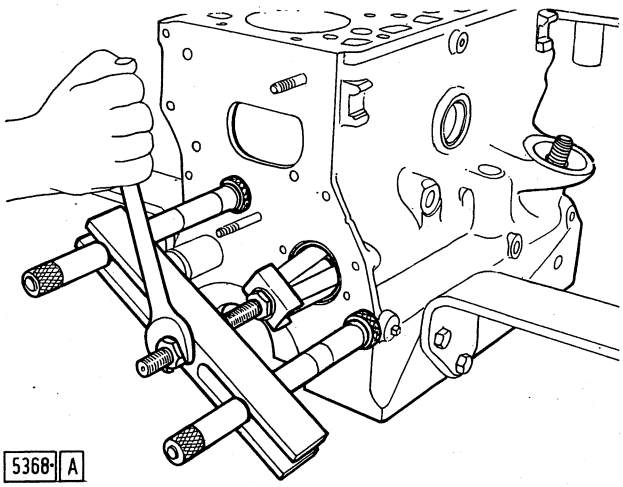


***Fig. II/5** - Removing the camshaft front-end sleeve bearing by means of the universal puller A 537105.*

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Continued "Engine fits and tolerance"

DESCRIPTION	Size of new parts and wear limits	
	mm	in

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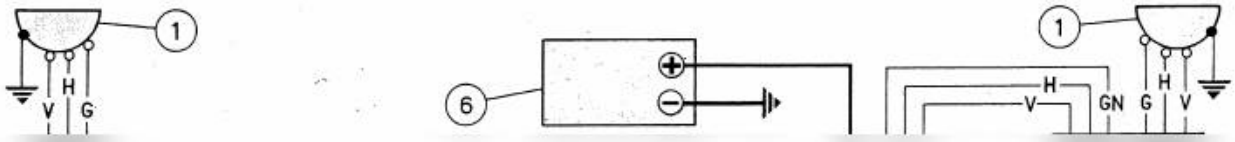


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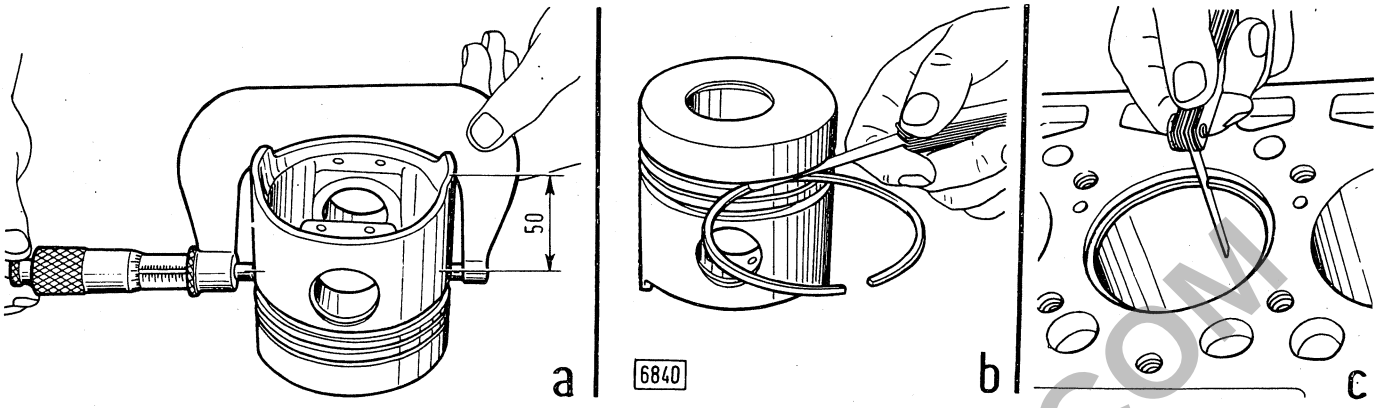


Fig. III/10 - Checking the piston and its rings.
a. Checking the diameter of a piston at 50 mm from the base of its skirt - b. Checking the assembly clearance of the ring in its piston groove - c. Checking the end gap on a piston ring installed in the cylinder liner.

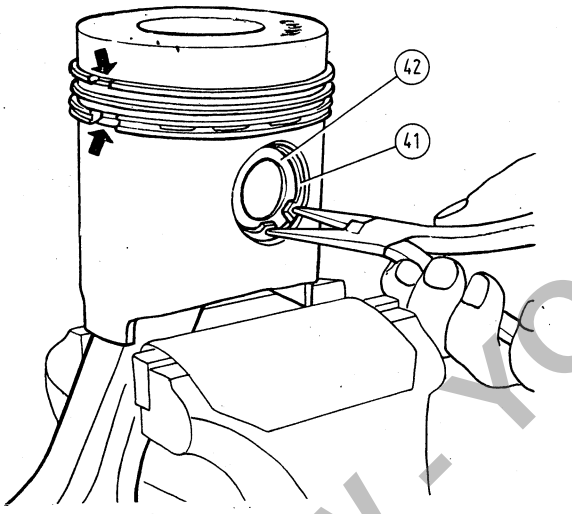


Fig. III/9 *- Removing the piston pin (42) retaining rings (41).*
(Arrows indicate assembly arrangement of piston rings).

Clamp unit in a bench vise, disassemble each piston by removing the piston rings first with pliers A 511801 (Fig. III/11), then the pin (42) retaining rings (41, Fig. III/9) and remove the former.

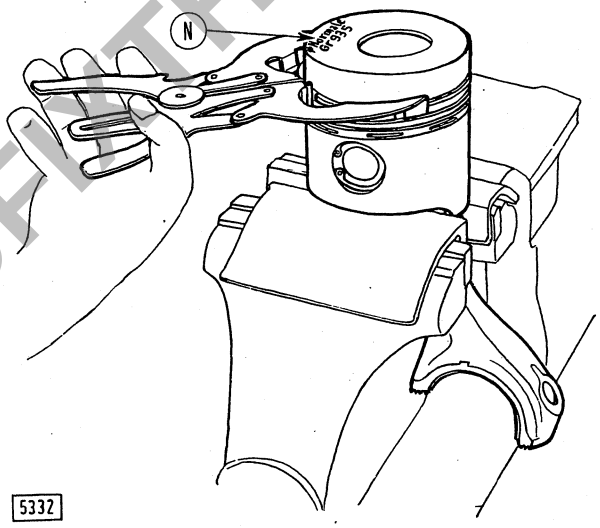


Fig. III/11 *- Installation (removal) of snap rings with pliers A 511801.*

N. Weight of piston in grams.

— the identification figures stamped on the connecting rod bearing caps must be on the crankcase side stamped with their respective bearing identification marks (Fig. III/15);

— before installing the connecting rod-piston assemblies, check the end float of crankshaft at the fourth main bearing (Fig. III/7).

PISTONS AND RINGS

Remove the piston by first removing the front axle, cylinder head and oil sump, as reported on topics of pages 15, 20 e 22. Then remove the oil pump, the self-locking screws (C_4, Fig. III/15) securing the connecting rod bearing caps after turning the shaft with the crank spanner **A 517062** applied to the driving pulley, and, finally, push the piston upwards and out, being careful not to score the cylinder liner with the connecting rod end.

Clean the pistons by scraping off all combustion deposits and wash them with gasoline, kerosene or solvent.

Calculate piston wear by measuring their diameter at 50 mm (~ 2 in) off the base of the skirt on the axis perpendicular to the piston pin (**E**, Fig. III/8).

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pletely screwed back, the speed is lowered to check intermediate fuel deliveries at various speeds (oper. 11-12 and 14).

Bring the speed up to (governed speed range) (oper. 15) and calibrate delivery by the stop screw.

Re-check (oper. 16) to make sure pump performance is unaffected, then lock tighthen the stop screw with the jam nut. The stop screw setting can be altered once more when timing the pump to the engine or to the test bench before final sealing.

The low idling speed stop setting must be adjusted on the tractor with engine installed.

Pump timing check (internal).

All tests completed, remove the pump from the test machine and drain the fuel by removing the inspection cover.

Connect the outlet pressure fitting marked **X** to the injector testing pump equipped with a pressure relief valve calibrated to 30 atm (427 p.s.i.) and (Fig. IV/74) incorporated in the adaptor **A 127021**.

Prime the hand pump and turn the injection pump shaft anti-clockwise until resistance is felt when rollers come in contact with cams.

At this point, the sharp edge of the circlip is made to register with the latter **A** (for this engine model) stamped on the drive plate (Fig. IV/74).

Scribe the assembly mark on the outer flange of the pump body fitting the tool **A 127027** (Fig. IV/75) to the shaft with key and setting the plate at 253°.

This mark must be in register with the assembly mark on the timing gear case when installing the pump on the engine.

CALIBRATION DATA FOR FUEL INJECTION SYSTEM C.A.V.

General test conditions.

Test oil: type FIAT CFB

Oil temperature: 30 ÷ 35° C (86° ÷ 95° F).

Test machine supply pressure: 0.2 kg/cm² (2.8 p.s.i.).

Specific test conditions.

Arrange the test rig for the tests **A** and **B** as follows:

Test **A** - Bosch test rig equipped with injectors with pressure spring **WSF 2044/4X** and nozzles **EFEP 182.**

- Rabotti test rig type Atmo **700F** equipped with standard rig graduated ring, pressure spring FIAT **656829** and nozzles **EFEP 182.**

Injector pressure setting: 175 kg/cm² (2485 p.s.i.).

Pressure pipes: 2 × 6 × 865 mm.

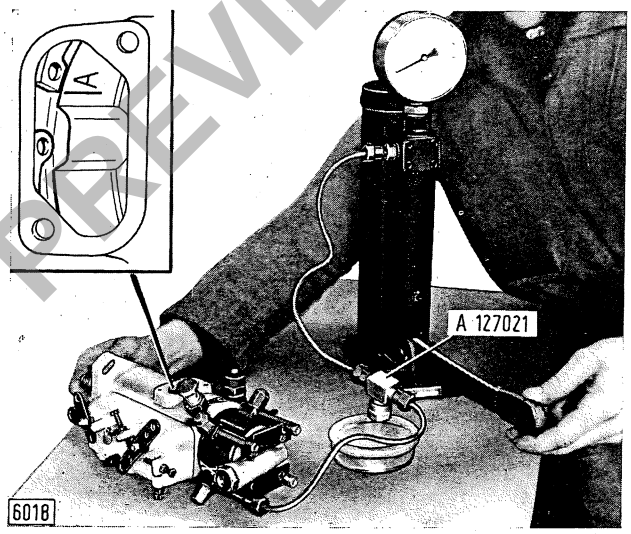


Fig. IV/74 - Internal phasing of pump under 30 atm. (427 p.s.i.) from pressure fitting X.

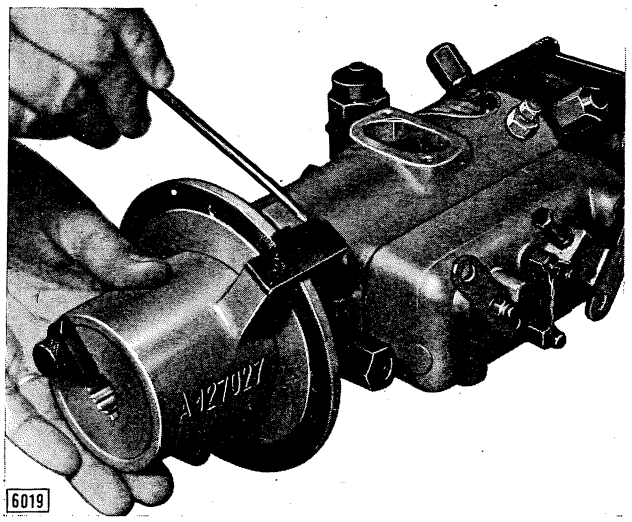


Fig. IV/75 - Scribing the outside timing mark.

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— remove the two remaining screws and then the complete clutch unit (Fig. I/4) withdrawing it from the alignment dowels (**19**) and recovering the P.T.O. clutch disc (**1**).

11" CLUTCH (FERODO) DISASSEMBLY

Prior to disassembly, scribe assembly marks on clutch cover (**4**, Fig. I/5) and pressure plates (**2** and **7**), as illustrated, to make sure the parts are re-assembled in their respective original positions thus maintaining the dynamic balance of the unit as set at the factory.
To dismantle, reassemble and adjust the clutch use tool **291291/2** (Fig. I/8) or universal tool **293650** (Fig. I/9).
To fit the clutch to tool **291291/2** proceed as follows:

— Place spacer (B) on base plate (A, Fig. I/8) and three locaters (E) over a 241 mm (9.5 in) circumference.

— Rest the P.T.O. clutch assembly without the driven plate on the base plate and secure by means of three fasteners (F) provided with guide bushes (G).

To fit clutch to universal tool **293650** proceed as follows:

— Position spacer (B) on base plate (A, Fig. I/9) with register contact surface 124,5 mm (4.901 in) above base plate and tighten at this height using locknut (D).

— Position adjustable locators (E) on a 240 mm (9.4 in) circumference with the top surface 9 mm (.4 in) from base plate and tighten using hand wheels (M).

— Rest the P.T.O. clutch assembly without the driven plate on the base and secure by means of three fasteners (F) provided with guide bushes (G) and clamps (I).

— Remove cotter pins and withdraw the release lever (**9**) pivot pins (**21**, Fig. I/5) and turn the levers over towards the outside.

Remove the cover screws (C_6) and gradually unscrew fasteners (F, Figs. I/8 and I/9) to take the load off the springs for subsequent clutch dismantling as shown on Fig. I/6.

INSPECTION

Check wear of the friction linings of discs (**1** and **6**, Fig. I/7) vs. tabulated limits. If the discs are impregnated with oil we recommend replacing them as washing with gasoline and brushing are not enough.
Check the pressure plate and clutch casing contact surfaces; if necessary, these surfaces may be dressed according to the dimensions given in the illustration and noting the following instructions.

1. P.T.O. clutch pressure plate (**2**, Fig. I/15) - Grind contact surface down to a maximum depth of 1 mm. (.04 in). Subsequently, also grind the clutch casing surface (**C**) removing an equivalent amount of material.

2. Transmission clutch pressure plate (**3**) - Proceed as described above and remove the same amount of material from clutch casing (B).

3. Clutch casing (**4**) - Grind contact surface (A) to a maximum depth of .5 mm (.02 in).

If necessary, the flywheel face may be dressed noting that the .5 mm (.02 in) deep peripheral step must be restored.

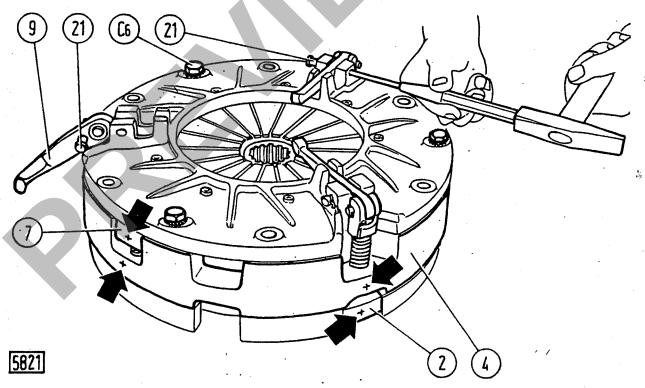


***Fig. I/5** - Removing the release levers (9) pivot pins (21) on the clutch cover.*

(Arrows indicate the assembly marks to be scribed prior to disassembly).
C_6. Clutch cover attaching capscrews. - 4. Clutch cover. - 2 and 7. Transmission and P.T.O. clutch pressure plates.

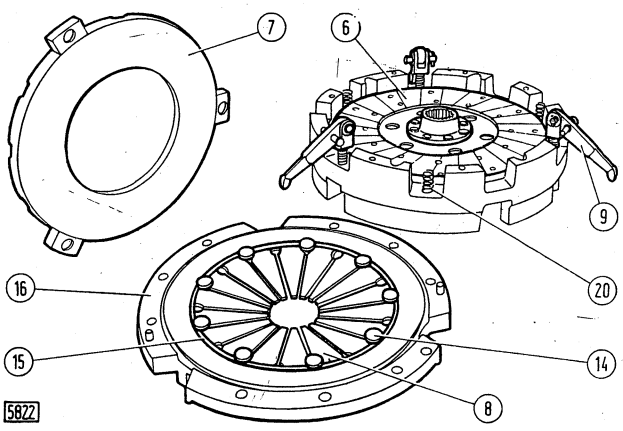


***Fig. I/6** - Removing (refitting) the transmission clutch.*

6. Clutch disc. - 7. Pressure plate. - 8. Diaphragm spring. - 9. P.T.O. clutch release levers. - 14 and 15. Spring (8) attaching pin and ring. - 16. Clutch cover. - 20. Pressure plate intermediate return springs.

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ASSEMBLY

At assembly, take good notice of the following items:

— when installing the axle shaft and the driving wheel shaft be careful not to damage the seal (**12** and **13**, Fig. V/7);

— fit the outer roller bearing inner ring (**7**, Fig. V/5) to the axle shaft after pre-heating it in oil to 80° ÷ 90° C (176° ÷ 194° F);

— fit the outer ring of the roller bearing (**7**, Fig. V/8) into the final drive cover housing with the factory mark facing outside;

— install the retaining bearings using drive bars of appropriate dimensions;

— in case of replacement, arrange the seals (**12** and **13**) as shown in Fig. V/7;

— tighten the ball gear nut (C_7, Fig. V/7) after applying the gear stop (**A**, Fig. V/3) previously used at disassembly;

— be sure to meet the torque requirements specified in Section IX.

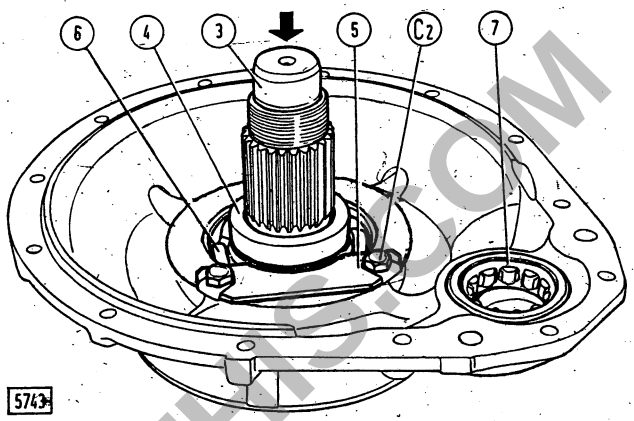


***Fig. V/8** - Removing (refitting) the bull gear shaft (3).* (The arrow indicates the direction of shaft removal). C_2. Washer (5) capscrews. - 4. Spacer. - 5. Bearing (6) retaining plate. - 6. Ball bearing. - 7. Roller bearing outer ring.

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VIII - POWER TAKE OFF - BELT PULLEY

POWER TAKE-OFF

The power take-off (**a**, Fig. VIII/1) is arranged internally in the transmission housing back cover and can be operated in two ways: one directly from the engine crankshaft through the clutch (see Section I) and therefore indipendent from the tractor motion, and the other synchronized to the transmission.

The lever (**L**, Fig. VIII/1) selects the type of operation. This lever, which acts on the sliding gear (**1**, Fig. VIII/3) working as a grooved collar, connects the drive shaft (**2**) directly to the engine, or, by shifting the gear (**1**) into engagement with gear (**3**) integral with the bevel pinion shaft, synchronizes the P.T.O. with the transmission speeds.

To shift the lever (**L**, Fig. VIII/1) from the setting of neutral (**F**) with the P.T.O. disengaged to the position of " Motore " (Engine) (**M**), just disengage the P.T.O. clutch plate first; to shift the lever to the setting of " CAMBIO " (**C**), the engine must be stopped.

The standard end of the output shaft has the following characteristics:

— shaft diameter . . . . . **1-3/8″**

— rotation (looking from the back end) . . . . . **clockwise**

— shaft speed with the lever set in " Motore " (engine)
  - engine running at 1970 r.p.m. . . . . **540 r.p.m.**
  - engine running at max. power speed, 2400 r.p.m. . . . . **659 r.p.m.**

- speed with the lever set in "Cambio"(Transmission) with rear tyres 12.4/11.36... 3.8 revs. per meter

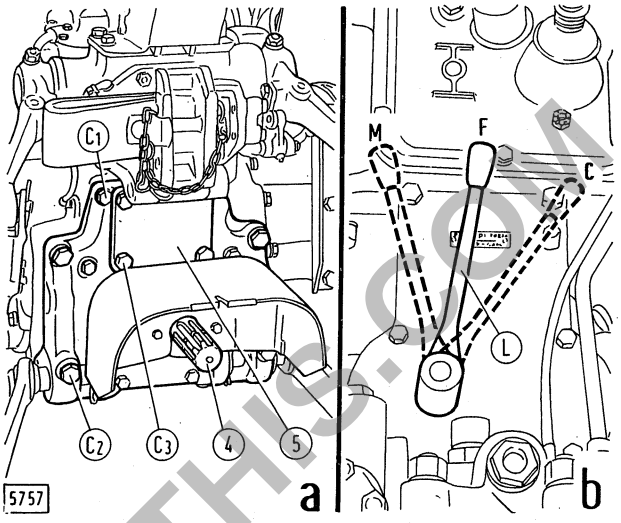


Fig. VIII/1 - P.T.O. installation.
a. Unit incorporated inside the transmission housing rear cover.
b. P.T.O. controls.
C. Proportional ground-speed P.T.O. - C_1. and C_2 Rear transmission cover capscrews. - C_3. Cover (5) capscrews. - F. Neutral position with P.T.O. disengaged. - L. Engagement control lever. - M. Indipendent P.T.O. - 4. Driven shaft with standard spline. - 5. P.T.O. drive and belt pulley application cover.

Overhauling.

Proceed as follows:

— drain the gearbox and transmission cases of lubricating oil;

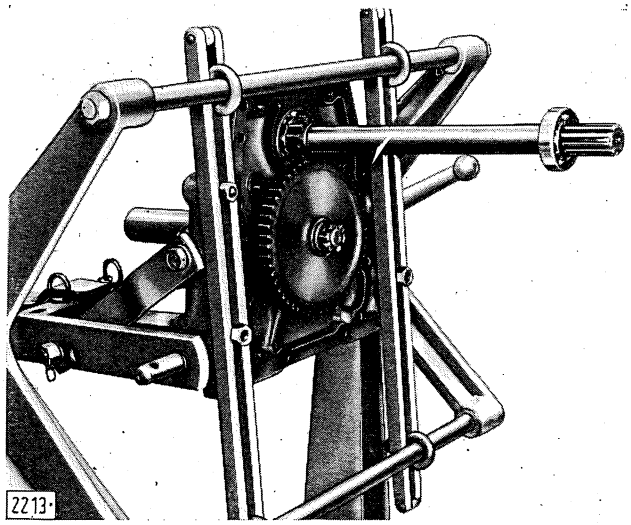


Fig. VIII/2 - P.T.O. unit installed on turnover stand ARR 2220.
(The unit is shown complete with tractor drawbar).

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After assembly, make sure that the terminal and winding attachment screws do not drag or interfere with the commutator.

BENCH TESTING INSTRUCTIONS

Starter efficiency is checked by means of the load and no-load and stall tests. For this purpose, install the starter on the test bench and wire up as illustrated in Figure 19.

Feed specified current to the starter and, for each test, compare measured values to the data reported in the chart at the beginning of this chapter.

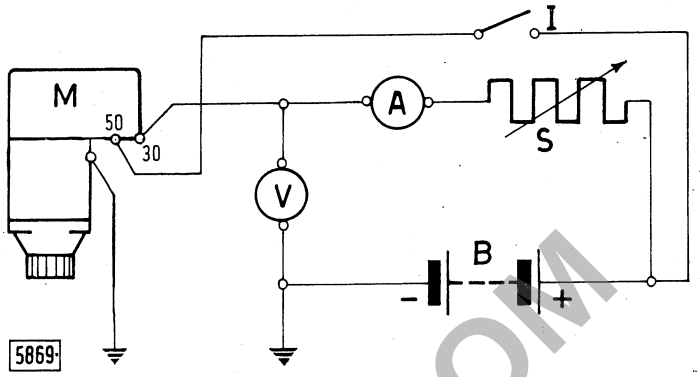


Fig. 19 - Test rig wiring diagram for starting motor.
A. Ammeter. - B. Battery. - M. Starter under test. - I. Starter push button. - S. Rheostat. - V. Voltmeter.

TROUBLE - SHOOTING CHART

TROUBLE	POSSIBLE CAUSE	LOCATION AND REMEDIES
Starter inoperative or turning too slowly.	Battery posts and terminals loose or oxidized.	Clean ports and terminals.
	Battery discharged or deteriorated	Check battery.
	No contact of brushes with commutator due to brushes sticking, or guides worn out, springs out of shape, or ingress of dirt.	Check brushes and clean guides and commutator. Check spring load on brushes. If necessary, replace brushes and springs.
	Solenoid contacts oxidized, worn or insulated because of the presence of dirt.	Check and clean the contact points. Oxidation may be due to shorted coils because of excessive current absorption. If so, replace solenoid as an assembly.
	Armature or field windings partially shorted or grounded. Blacking of insulators, damaged commutator bars.	Replace defective parts.
	Thrown armature or commutator.	Replace armature as an assembly.
	Excessive voltage drop in cables.	Check cables and their connections.
Noisy operation.	Worn armature bearing bushings.	Replace bushings.
	Pinion disengagement from flywheel is delayed because of inefficient return spring or guide collar seizure.	Disassemble motor and replace defective parts.
Starter turns but fails to start the engine.	Worn pinion or flywheel crown teeth.	Replace pinion or flywheel crown.
	Ineffective clutch.	Replace it as an assembly.
Starter output fails short of full power rating.	Low battery charge.	Re-charge the battery.
	Brushes sticky in holder.	Clean brush holders.
	Clutch slips.	Recondition or replace it.
	Brushes not bedded properly.	Set the brushes properly by running the starter idle for a while at 30 to 40 seconds intervals.
Brushes wear out quickly.	Thrown commutator.	Turn it.
	Projecting mica.	Undercut it.
	Loose brush holder screws.	Tighten the screws.
	Wrong type of brushes.	Replace brushes with original spares.

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angle, dragging the arm (37) also (mechanical steering).

The steering arm (37) which controls the tie-rods is pivoted on the central fixed pin (41) and can be actuated : normally by the power-assist cylinder, through the connecting pin (42); in case of mechanical steering by the lever (35) through the intermediate pin (38) and one of the adjustment screws.

The hydraulic control valve can take one of the following positions :

a. Neutral : no power cylinder motion. In this position, in fact, the rod (12) remains centered with respect to the grooves on the control valve body and the ports (E, H, L, N) are uncovered. This allows the free flow of the oil from the pump to the reservoir.

The cylinder chambers (A_2 and B_2) are open to each other and to drain. The pin (38) solid with the control lever (35) is set at an intermediate position between the two adjustment screws (Vd and Vs).

b. Right-hand steering. The clockwise rotation of the steering wheel causes a forward longitudinal displacement of the link (36) and the clockwise rotation of the lever (35) which tends to take up the play (X_1). This displacement is transmitted , through the link (4), to the control valve spool (12) which moves inward, overcoming the opposing spring force.

Following the axial displacement of the spool the ports (H and N,a), through which flows the oil coming from the pump and directed to the cylinder chamber (A_2) and to the drain are partially covered, or, when the lever rotates to the fullest extent (play X_1, completely taken up),completely covered.

The pressure oil is thus allowed to flow into the cylinder chamber (B_2) through the port (L) and passage (B_1) and cause the displacement of the same and, consequently, the clockwise rotation of the arm (37).

The oil contained in the opposite chamber of the cylinder (A_2) can drain out through the passage (A_1) and port (E) which has remained open.

Simultaneously with the cylinder moves the control valve body also,positively connected to it, and consequently the spool (12) tends to return to neutral as shown in (a).

However, steering continues if the operator "precedes" the control valve displacement by turning the steering wheel, holding the spring compressed.

Steering is completed when operator lets the steering wheel loose thus allowing the spool (12) to return to neutral by effect of the movement of the cylinder and control valve.

c. Left-hand steering. The steering wheel and the levers and linkage move in the direction opposite to that indicated in para(b). In this case,it is the clearance (X_2) between levers (35 and 37) which is taken up and the control valve ports (E and L) are covered.

The oil will thus drain out of the chamber (B_2,c) through the port (N) and the axial passage in the spool (12), and pressurize the chamber (A_2) through (H).

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C.A.V. INJECTION PUMP

GENERAL DESCRIPTION

See 640 except for the views of the pump reported in the figure below :

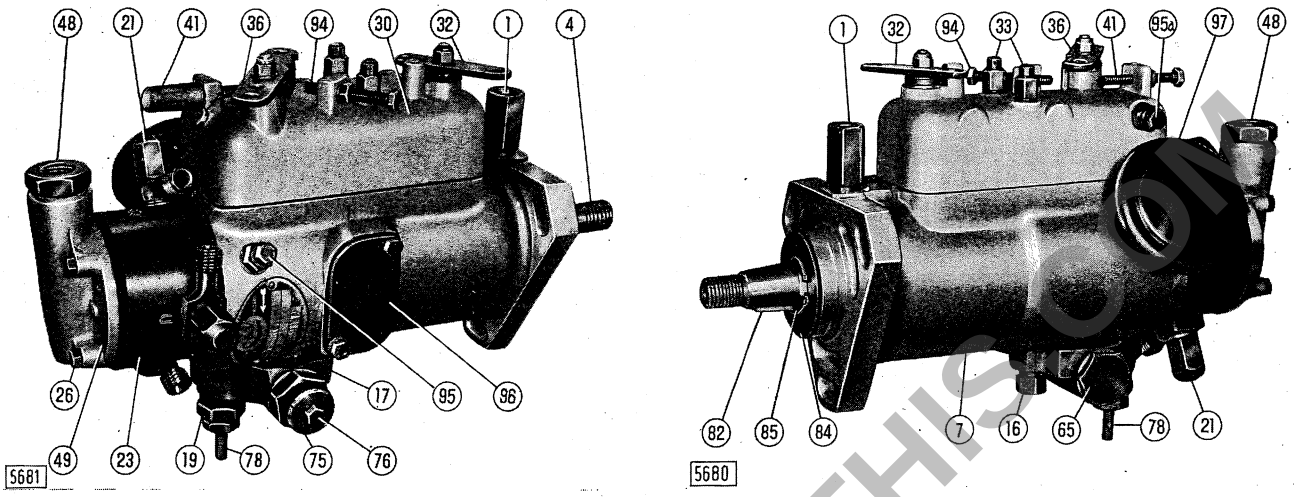


Fig. 9 - *C.A.V. fuel injection pump.*

1. Leak-off connection. - 4. Drive shaft. - 7. Pump housing. - 16. Auto advance device stud. - 17. Advance device housing. - 19. Hydraulic head locating fitting. - 21. High-pressure connection. - 23. Hydraulic head. - 26. End plate cap screw. - 30. Control cover. - 32. Shut-off lever. - 33. Cover stud nuts. - 36. Throttle arm. - 41. Maximum speed adjustment screw. - 48. Fuel inlet connection. - 49. End plate with transfer pressure regulating valve. - 65. End plug. - 75. Piston cap. - 76. Piston cap screw (test machine advance check gauge application). - 78. Manual retard device pin. - 82. Key. - 84. Thrust washer. - 85. Circlip. - 94. Idling speed adjustment screw. - 95. Hydraulic bleed screw. - 95a. Governor bleed screw. - 96. Control cover. - 97. Pressure equalizer.

OPERATION

See 640 except for the following variation that substitutes the last sentence in paragraph d pag. 53 :
- the cam ring lobes are six; however there are only three inlet ducts.

— the high pressure outlets in the cylinder head are equal in number to the lobes of the cam ring; which, however, have three blind ducts (93, Fig. 10) in alternate position with respect to the three high pressure open outlets. This is because during the ineffective delivery stroke the fuel present in the rotor (though in very reduced quantity as there is no charging phase) is directed into the blind ducts.

These are interconnected through the ducts (90) and the annular groove (91) so that the accumulated fuel returns into the rotor as soon as the corresponding return stroke of the plungers commences (fuel supply).

Assembly - See 640 except for the fitting of the circlip (15, Fig. IV/50, 640) that must be arranged with the sharp edge side, used as pump timing index, facing down (Fig. 12, a).

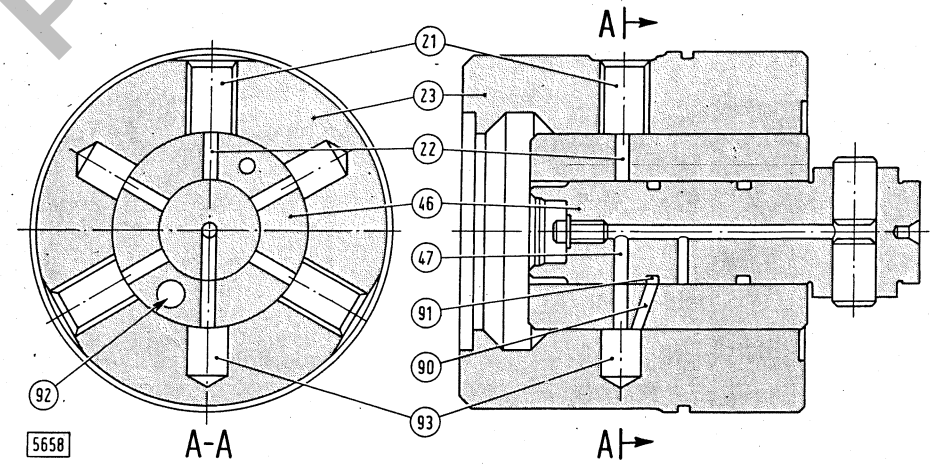


Fig. 10 - *Cross-sectional views of hydraulic head (23) and rotor (46).*

21. Outlet connection bore. - 22. Outlet port. - 47. Distributor port. - 90. Fuel passage. - 91. Annular groove. - 92. Fuel port to metering valve from transfer pump. - 93. Blind connection.

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