FIAT

55-65 60-65
70-65 80-65

WORKSHOP MANUAL

QUICK REFERENCE INDEX

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S E R V I Z I T E C N I C I D I A S S I S T E N Z A

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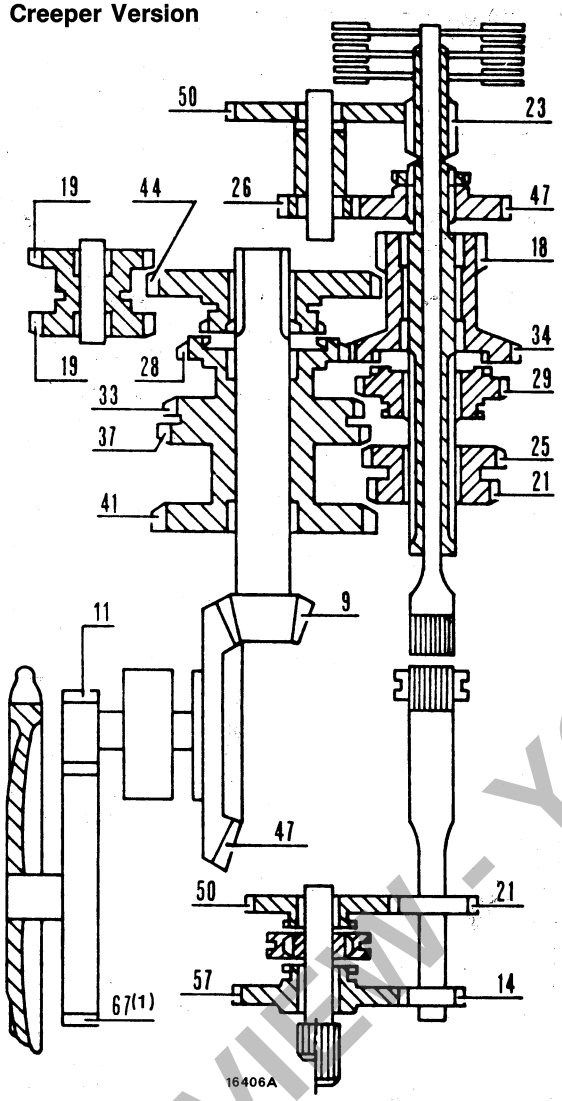
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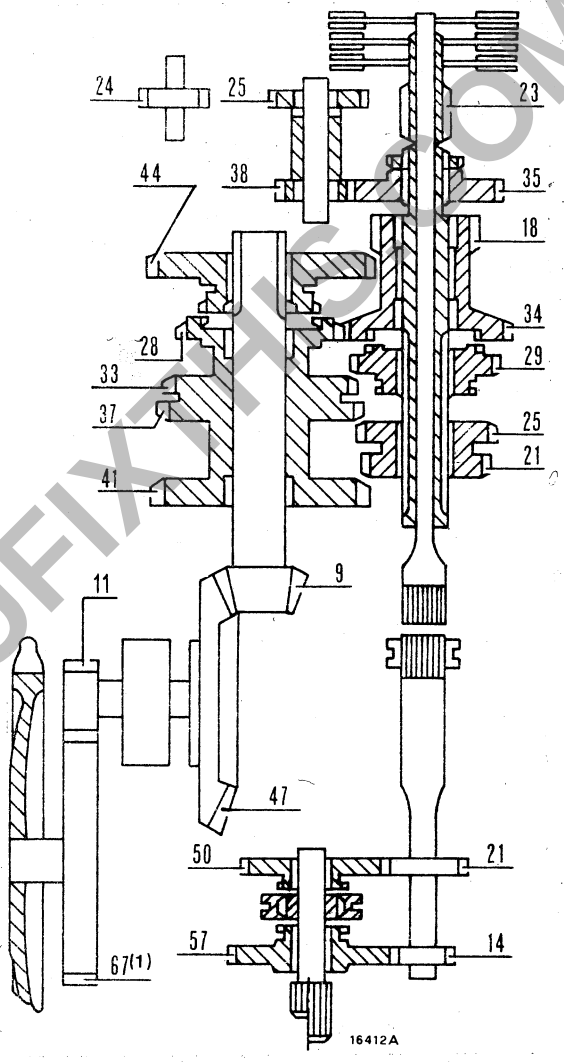
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POWER TRAIN SCHEMATICS

Creeper Version



Mechanical Reverser Version



(*) Formerly, 11 teeth for all Models; now only for Mod. 55-65.
(1) (2). 18 and 62 teeth, respectively, for Mod. 55-65.

TRACTOR SPEEDS with engine at max power speed rate

		kgh	mph
Creeper range	1st	0.4	0.25
	2rd	0.6	0.37
	3rd	0.7	0.43
	4th	1.0	0.62
Low range	1st	1.3	0.81
	2nd	1.7	1.06
	3rd	2.2	1.37
	4th	3.0	1.86
Normal range	1st	1.7	1.06
	2nd	2.2	1.37
	3rd	2.9	1.80
	4th	4.0	2.50

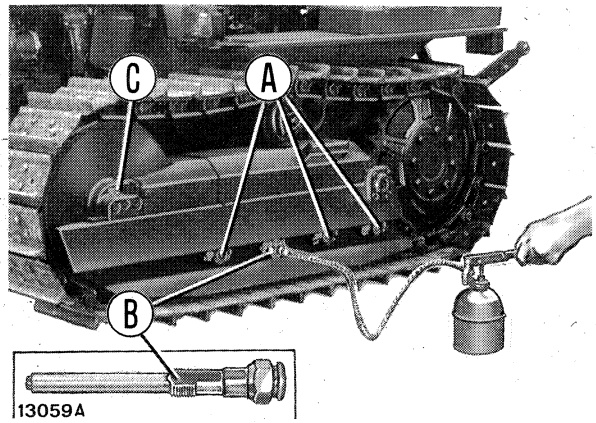
		kph	mph
High range	1st	5.0	3.1
	2rd	6.6	4.1
	3rd	8.5	5.3
	4th	11.8	7.3
Low reverse	1st	0.8 (1.7)	0.5 (1.06)
	2nd	1.1 (2.2)	0.7 (1.37)
	3rd	1.4 (2.9)	0.9 (1.80)
	4th	1.9 (4.0)	1.2 (2.50)
High reverse	1st	3.2 (5.0)	2.0 (3.1)
	2nd	4.2 (6.6)	2.6 (4.1)
	3rd	5.4 (8.5)	3.4 (5.3)
	4th	7.5 (11.8)	4.7 (7.3)

Note - Bracketed values refer to mechanical reverser version.

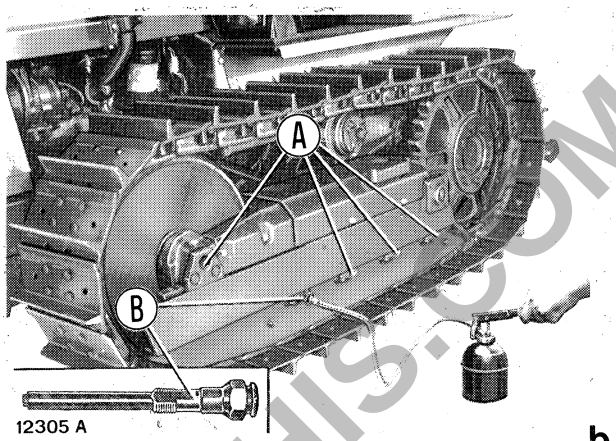
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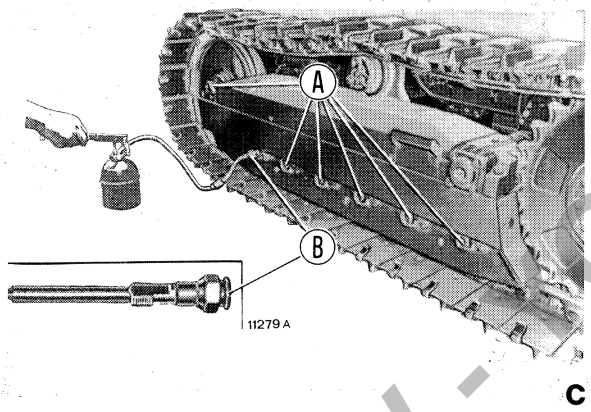
UNDERCARRIAGE:
Front Idler - Track Rollers
Carrier Roller



a



b



c

Oil supply renewal in track rollers and idler wheels using tool kit connector (B) and gun

a. Mods. 55-65 / 55-65 Vineyard / 60-65 Vineyard - **b.** Mod. 60-65 - **c.** Mods. 70-65 / 80-65 - A. C. Oil filler and level plugs.

— Back off connector quickly and immediately re-fit the plug.

For the 55-65 / 55-65 Vineyard and 60-65 Vineyard model idler wheels, proceed as follows:

— Back off the two plugs (C, Fig. a) located on out-board/inboard brackets of each wheel.

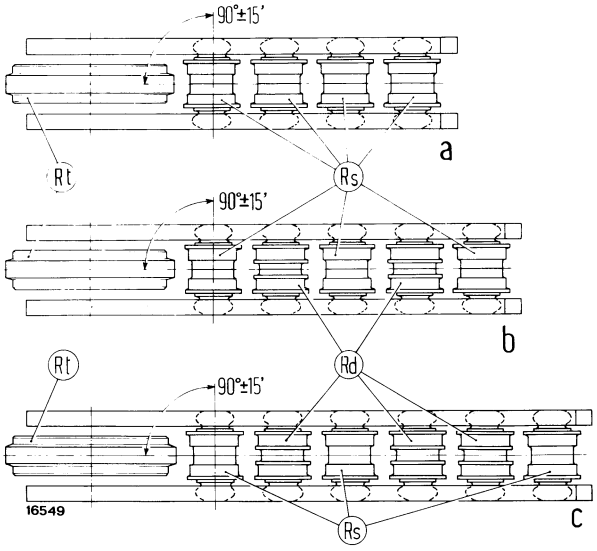
— Inject **FIAT TUTELA MULTI F** oil through one of the two plug openings until clean oil issues from the other opening.

The oil level should subsequently be checked at regular intervals as directed in the Operator's Hand-book supplied with tractor.

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UNDERCARRIAGE: Front Idler - Track Rollers Carrier Roller



Track rollers in position on frame for Mod. 55-65 / 60-65 (a), Mod. 70-65 (b) and Mod. 80-65 (c).

Note - Roller shafts to be parallel to one another and at right angles to track frame centerline.
Rd. Double flange track rollers - Rs. Single flange track rollers.

Keep floating ring seal halves (5) paired to prevent incorrect matching on reassembly.
If replacement is necessary, remove bushings (6) from carriers (2) using a suitable a suitable driver.

Install new bushings as follows:

— Remove dowels (4) from carriers. If removal is not possible, dowels may be sawn off flush with carrier.

— Press bushings in carriers so that lube ports (F, page 2) are aligned to within 2.5 mm or .10 in.

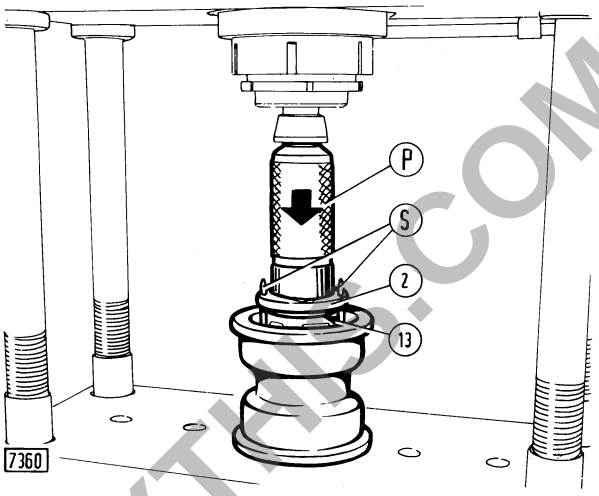
— Drill two new dowel holes as shown in figure on page 3; holes should be as far away as possible from lube ports.

— Press dowels in place, ensuring that they do not protrude past the bushing flange face.

Reassemble track rollers as follows:

— Install the first bushing carriers on the press using guide pins **291525** (S) to keep carrier screw holes in alignment.

— Install roller shaft, press home the other bushing carrier assembly and check that the roller shaft rotates freely.



Installing bushing carrier on track roller

P. Driver - S. Guide pins **291525** - 2. Bushing carrier assembly - 13. O-ring.

— Inspect floating ring seals (5) scrapping and replacing any damaged parts. Install seals as directed on page 5, Sect. A.

— Slide brackets (9, page 2) over roller shaft, exerting firm pressure to overcome face seal resistance.

— Align the machined faces on the shaft with the flats on the brackets.

INSTALLATION

Re-install the rollers by locating them properly on the track frame as shown in Figs. **a, b,** and **c,** noting the following:

— Locate and drive shaft key properly in its keyway.

— Roller shafts must be parallel to one another and perpendicular to track frame centerline.

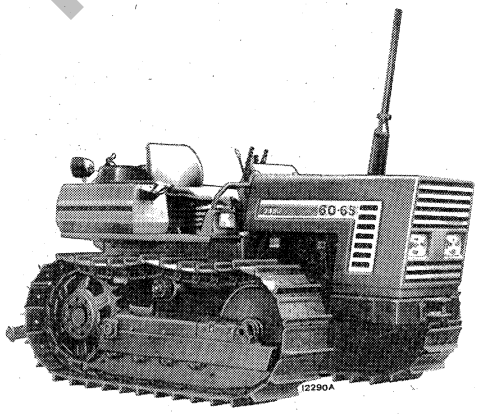
— Provide rollers with their lube oil supply as directed in the pragraph dealing with lubrication.

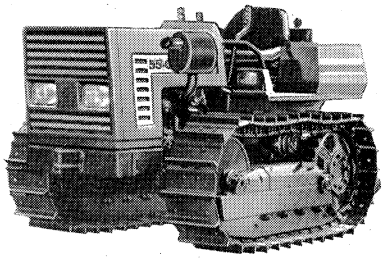
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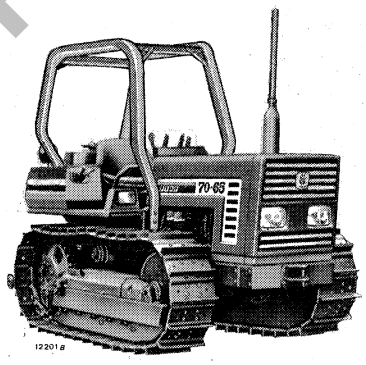
IDENTIFICATION DATA

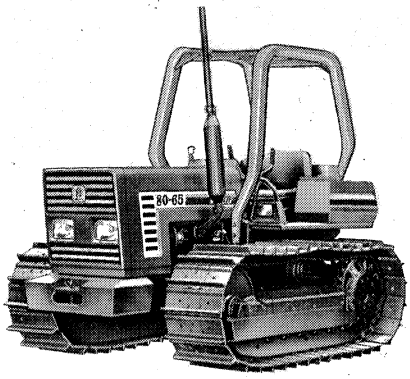
	55-65 55-65 V 55-65 M	60-65 60-65 V 60-65 M	70-65 — 70-65 M	80-65 — —
Marketing Codes:				
— Basic model.				
— Vineyard Version.				
— Mountain Version				
Engineering Codes:				
— Basic Model (8-speed).	665.108.000	666.100.000	667.100.000	668.100.000
— 16 speed Version	665.108.000 var. 700.111	666.100.000 var. 700.111	667.100.000 var. 700.111	668.100.000 var. 700.111
— Reverser Version	665.108.000 var. 700.110	666.100.000 var. 700.110	667.100.000 var. 700.110	668.100.000 var. 700.110
— 8 speed Vineyard Version.	665.106.000	666.106.000	—	—
— 16 speed Vineyard Version	665.106.000 var. 700.111	666.106.000 var. 700.111	—	—
— 8 speed Mountain Version.	665.200.000	666.102.000	667.102.000	—
— 16 speed Mountain Version	665.200.000 var. 700.111	666.102.000 var. 700.111	667.102.000 var. 700.111	—
Engine:				
— Make	FIAT			
— Codes (1)	8035.06.208 | 8035.05.206 | 8045.06.206 | 8045.05.206 (w/BOSCH pump)			
	8035.06.308 | 8035.05.306 | 8045.06.306 | 8045.05.306 (w/C.A.V. pump)			

(1) The 60-65 Vineyard Version is equipped w/FIAT 8035.05.208 (BOSCH pump) or 8035.05.308 (C.A.V. pump) engines.





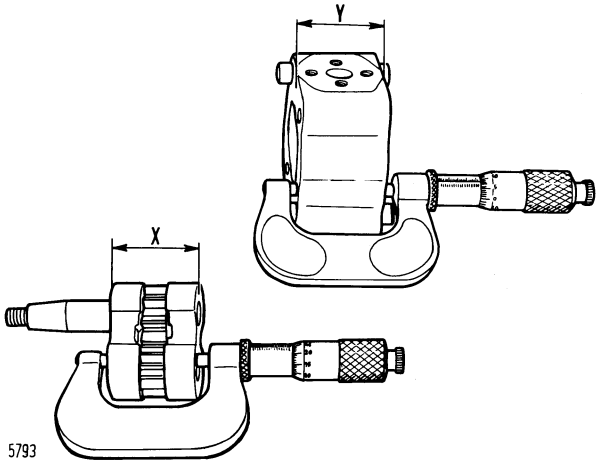




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HYDRAULIC LIFT UNIT: Lift Pump



Checking gear end clearance in pump body

Note - Dimension **X** to be smaller than dimension **Y** by 0.090 to 0.160 mm (0.002 to 0.006 in).

— Fit rotary shaft seals (6, page 1) to rear cover (4) with attached spacer (10) as shown in detail (a) and pack the lip cavity with **grassofiat TUTELA G9** or other approved grease.

— Progressively tighten the cover nuts and bolts to the pump body adopting the specified tightening torques.

When installing pump to tractor, fill both suction pipe and the pump body with **oliofiat TUTELA MULTI F** or other approved oil to facilitate priming and prevent seizure during initial service.

Output test

Couple the pump to the drive motor and connect to output test machine using the equipment shown in figure. Use **oliofiat IDRAULICAR AP51** (SAE 20) oil supplied with the test machine and carry out the output test at the specified temperature and pressure settings.

Compare the output figures obtained with the values of the chart, noting the following:

— Output ratings of new or reconditioned pumps should be fairly close to the dotted line.

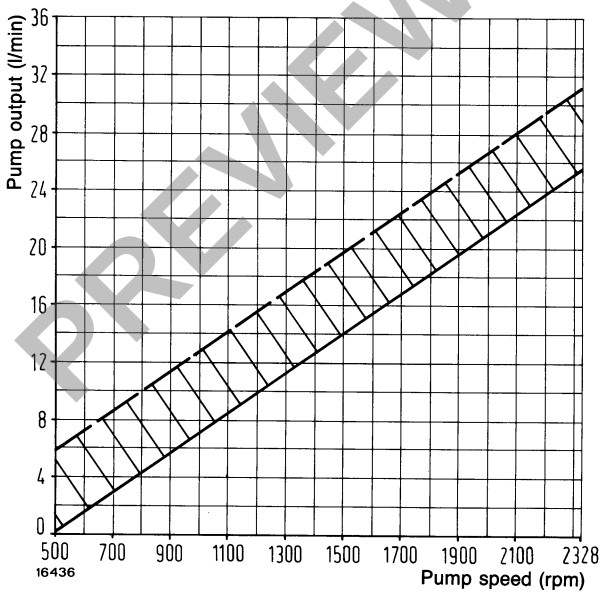
— Output ratings of used pumps are acceptable if included in the shaded area of the chart.

If the pump is very near to, or lower than, the solid line, the pump in question should be overhauled or replaced.

OIL FILTER

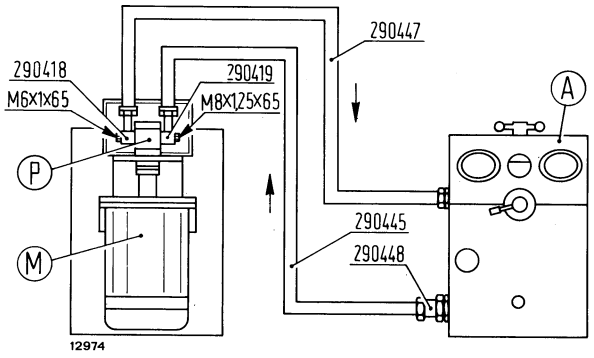
The lift oil filter is located on the pump suction line.

The filtering element consists of a paper cartridge which should be changed every 400 hours.



Speed-output performance curve of lift pump A31

Test pressure 166 bar (170 kg/cm² or 2418 psi) - Oil temperature 55° to 65°C - Pump drive ratio: 0.931 to 1.



Lift pump output test machine

A. Output tester **291231** - M. Motor **291235** - P. Pump under test.

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POWER TRAIN

Master Clutch

10'' twin plate, dry.
Overcentre engagement, hand lever control on RH side of operator.
Post-release brake to facilitate gear engagement.
Asbestos agglomerate facings.

PTO clutch

11'', single-plate, dry, integral with master clutch, with organic material facings.
Mechanical control by hand lever on LH side of Operator.
Totally independent operation.

Transmission and Splitter

Spur sliding gear. Pinion drive splitter for 8 forward and 4 reverse speeds.
Transmission and splitter controlled through two separate levers located centrally in front of the Operator.
Creeper version: provides 16 speeds forward and 8 reverses.
Mechanical reverser version: provides 8 speeds forward and 8 reverses.
Creeper or reverser control by separate hand lever on RH side of Operator.

Differential bevel drive

Ratio: 9/47
Centrally located in rear drive housing.

Side final drives

Single-reduction, straight spur gears. Reduction ratio: 5,58 (*) (Mod. 55-65 = 5.64).

Steering clutches

Multi-disc, dry, mechanically opeated by two hand levers.

Number of driven discs (each clutch):
— Mod. 55-65 8
— Mods. 60-65/70-65/80-65 11

Disc facing material: asbestos fabric.

Brakes

Service: band, on steering clutch outer drums. Mechanically operated by two separate, independent pedals.
Parking: acting on service brakes, controlled by hand lever on RH side of Operator.

(*) Former ratio was 6.09.

Power Take-Off (540 rpm or 540/1000 rpm).
Independent of ground speed.

Drive shaft
- 540 rpm . . . . . 1 3/8 in 6-spline
- 1000 rpm . . . . . 1 3/8 in 21-spline

Mechanically controlled through single-plate, dry clutch.
Selection of the two standard speeds is by a hand lever located on PTO case.
Engine speed ratings at:

— 540 PTO rpm . . . . . 2198 rpm

— 1000 PTO rpm . . . . . 2380 rpm

Direction of rotation
(tractor viewed from rear). . . . . clockwise

UNDERCARRIAGE

Rear suspension by cross beam fixed in front of final drive cases.

Front suspension by transverse leaf spring.
Track frames incorporating front guides, each with one carrier roller (optional for Mod. 55-65 and standard for Mods. 60-65/70-65/80-65) and with four track rollers - Mods. 55-65/60-65 - or five track rollers - Mod. 70-65 - or six track rollers - Mod. 80-65. Hydraulically-adjustable, coil spring type idlers.
Oil-bath, long-life sealed track rollers and idlers.

Number of links for each track:
— Mod. 55-65 70
— Mod. 60-65 66
— Mod. 70-65 72
— Mod. 80-65 74

Track shoe widths:
250 mm (10 in) Mod. 55-65V and 60-65V; 280 mm (11 in) Mod. 55-65; 300 mm (12 in) Mod. 55-65 M; 310 (12 1/4 in) Mods. 60-65/70-65; 360 mm (14 in) Mods. 60-65M/70-65M/80-65.

Optional:
280 mm (11 in) Mods. 55-65V/60-65V; 300 mm (12 in) Mod. 55-65; 400 mm (15 3/4 in) Mods. 70-65M/80-65.

For tractor roading all models may be provided with track shoe pads.

HYDRAULIC LIFT UNIT

Position-, draft or combined position and draft control through three-point linkage.
Independent control by two separate levers.

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WARNING



This symbol is your safety alert sign. It means
"CAUTION - BECOME ALERT - YOUR SAFETY IS INVOLVED"



AVOID ACCIDENTS

Most accidents occurring in the workshop are caused by the failure of some individual to follow simple and fundamental safety rules or precautions.
For this reason MOST ACCIDENTS CAN BE PREVENTED by recognizing the real cause and doing something about it before the accident occurs.
Not with standing the care used in the design and production of any type of equipment, there are many conditions that cannot be completely safeguarded against without interfering with reasonable accessibility and efficient operation.

A careful operator is the best insurance against accidents. The complete observance of one simple rule would prevent many thousand serious injuries each year.

That rule is:

CAUTION. Never attempt to clean, oil or adjust a machine while it is in motion.

SAFETY PRECAUTIONS

GENERAL

- Strictly adhere to the maintenance and repair procedures indicated.
- Do not wear rings, wrist watches, jewelry or loose or hanging apparel, such as ties, torn clothing, scarves, unbuttoned or unzipped jackets that can catch on moving parts. Wear proper safety equipment as authorized for the job. Examples: hard hats, safety shoes, heavy gloves, safety glasses or goggles.
- Machine should not be serviced with anyone in the operator's seat unless they are qualified to operate the machine and are assisting in the service.
- Never attempt to operate the machine or its tools from any other position than seated in the operator's seat.
- Never lubricate, service or adjust a machine with the engine running, except as called for in the Operator's Manuals.
- Shut off engine and check that hydraulic oil is no longer under pressure before removing caps and covers.
- Refer to the specific instructions provided herein.
- Carry out all servicing operations with maximum care and attention.
- Shop or field service platforms and ladders used to maintain or service machinery should be constructed and maintained according to local or national requirements.
- Disconnect batteries and label all controls to indicate operation in progress. Restrain machine and any equipment to be lifted.
- Never check or fill fuel tanks, storage batteries or use starter fluid while smoking or near open flames, due to the presence of flammable fluid.
- Brakes are inoperative when manually released for servicing.
  Provision must be made to maintain control of the machine by blocking or other means.
- Ensure that the fuel gun is in contact with the filler when refuelling. To reduce the chance of static electricity sparking, maintain contact until after fuel flow is cut off.
- Use only designated towing or pulling attachment points.
  Use care in making attachment points.
  Be sure pins and locks as provided are secure before pulling. Stay clear of drawbars, cables or chains under load.

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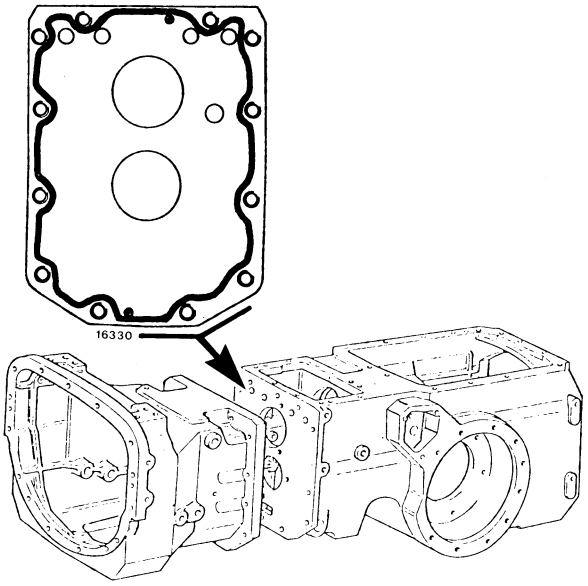
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Jointing compound application schematics - Clutch housing to drive housing mating faces

— Check condition of ball bearing fitted in flywheel; in the event of excessive noise or binding, replace the bearing. Prior to new bearing installation pack seat with **TUTELA G9 grease.**

— Lubricate with **TUTELA G9** grease also the splines on driven plates and on clutch release control sliding sleeves.

— Use centralizer **293835** (L, page 2) for installation on flywheel of the clutch unit complete with PTO clutch driven plate.

— Lock screws (C_1) to the specified torque.

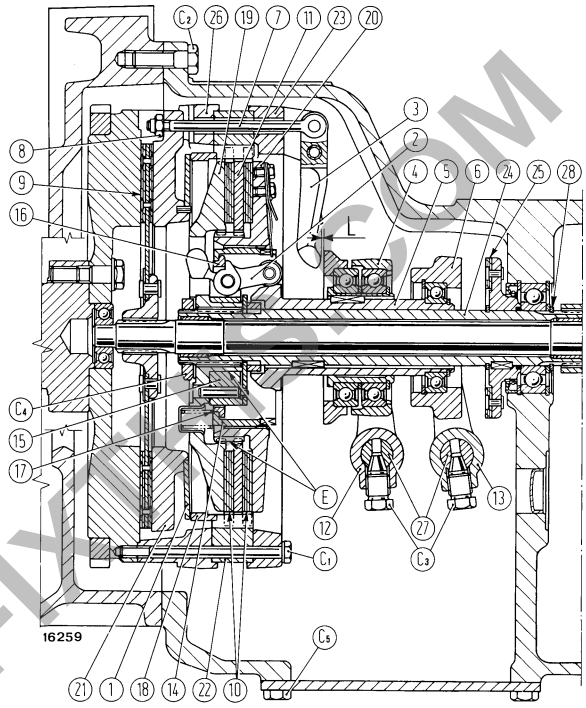
— Install the clutch housing, followed by the release levers and yokes, then lock screws to the specified torque.

— Join the clutch and drive housings after applying on their mating faces some jointing compound as instructed (see page 5, Sect. A) and shown: do not force mating of clutch shafts and associated splines.

— Keep to the specified torques (see page 6, Sect. 20).

CLUTCH SERVICING
For clutch removal, installation and adjustment, use kit **291291/2** or general purpose kit **293650** (see page 4).

Warning - First remove nut (C_4) and the master clutch shaft / release sleeve assy.
(See illustrations on page 4).



Clutch longitudinal section

C_1. Clutch to flywheel screws - C_2. Clutch housing to engine screws - C_3. Release lever screws - C_4. Pressure plate mounting nut - C_5. Clutch housing lower cover screws - D = 133 mm (5.24 in) - Nominal distance between clutch levers (3) and housing to flywheel mounting face - E. Surfaces to be coated with a light film of NEVER-SEEZ lubricant. - L = 2.5 mm (0.10 in) - Nominal distance between levers (3) and release control ring - 1. PTO clutch dish spring - 2. Master clutch release levers - 3. PTO clutch release levers - 4. - 5. - 6. Release sleeves, complete with thrust bearings - 7. - 8. Adjustment rod and lock nut, PTO clutch release levers - 9. PTO clutch plate - 10. - 11. Master clutch plates and intermediate plate - 12. - 13. Sleeve control yokes - 14. Master clutch adjuster ring nuts - 15. Carrier, levers (2) - 16. Ring, levers (2) - 17. Return springs, moving pressure plate (20) - 18. Reaction ring, dish spring (1) - 19. - 20. Master clutch pressure plates, fixed and moving - 21. PTO clutch pressure plate - 22. Toothed ring, driven plates (10) - 23. Support, levers (3) - 24. Master clutch shaft - 25. Master clutch brake lining - 26. Clutch carrier - 27. PTO / Master clutch release lever shafts - 28. Bearing lock ring
Important - At clutch installation, make sure that plates are positioned as shown.

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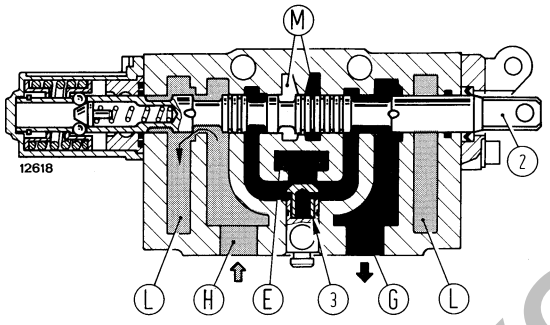
HYDRAULIC LIFT UNIT: Remote Control Valves

The pressure relief valve (specified setting: 186 - 191 bar or 190 - 195 kg/cm² or 2758 - 2830 psi) is normally located in the hydraulic lift unit or, on remote control valve mounting plate (V, page 1) when these valves are fitted. The illustration on page 1 shows the oil circulation in three remote control valves (one for operation of one double-acting cylinder, one for operation of one single-acting cylinder and one for float operation) with control levers in neutral position whereby the oil from pump flows through the remote control valves and reaches the lift control valve.

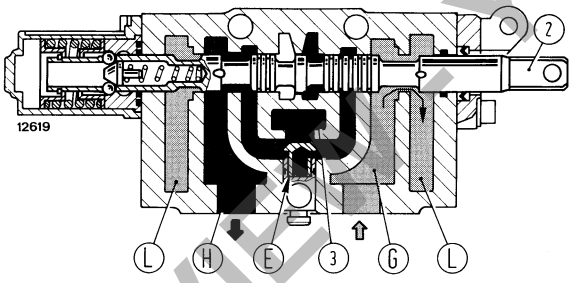
Pressure oil

Suction, delivery or exhaust oil

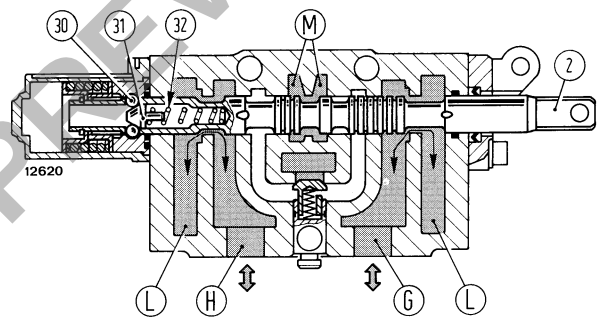
Trapped oil



RAISING - When lever (A, page 1) is pulled backwards spool (2) establishes communication between inlet port (E) and cylinder lower chamber through check valve (3) and port (G) and between cylinder upper chamber and exhaust port (L) through port (H), preventing oil exhaust to lift control valve. If the control lever is held back the raising phase continues until relevant cylinder reaches the end of its travel.
Upon release, the lever springs back to neutral and the entire pump output is directed to the lift control valve through ports (M).



LOWERING - For implement lowering, push control lever (A, page 1) forward. Spool (2) moves as indicated in fig. B and permits oil contained in cylinder lower chamber to flow to exhaust (L) through port (G), while upper chamber is placed in communication with outlet port (E) through port (H) and check valve (3).



FLOAT - For implement float operation, push lever (A, page 1) fully forward. Spool (2) takes up position shown in Fig. c where it is held by ball (30) retained in place by pin (31) and spring (32), and establishes communication between ports (M) directing entire pump output to lift control valve and drain ports (L) through ports (H, G) and upper and lower cylinder chambers respectively. Thus, implement may follow the ground contour.

Implement remote control valve operation schematics - Double-acting cylinder (Figures a, b) and float (Figure c).

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