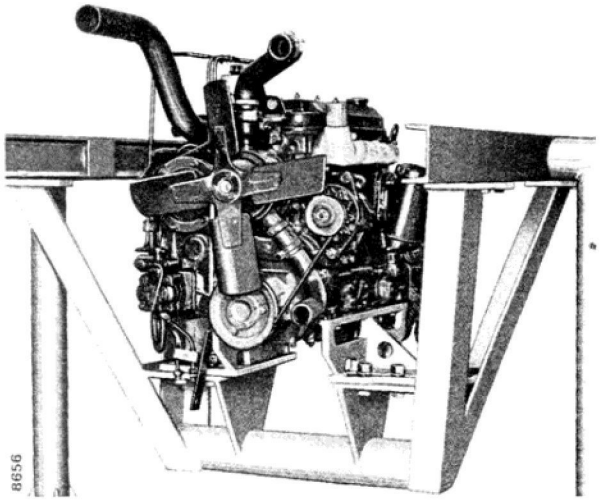
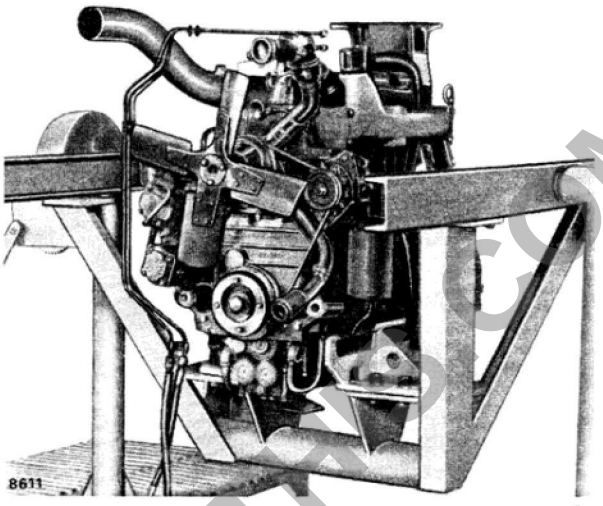
ENGINE: To Remove and Refit



a



b

Engine in Position on Rotary Stand 290090
a. Model 780 - **b.** Model 880

TO REMOVE

Drain the cooling system, remove the exhaust silencer, the lower and upper side panels and the front grille.

Disconnect the battery negative leads, the starter leads, the front light leads and the horn conductors.

Remove the radiator and inlet manifold rubber sleeves

Disconnect the power steering cylinder lines, remove the front and rear propeller shaft guards from DT versions and disconnect the drag link from the swing lever on mechanically steered 780 tractors.

Place a jack under the engine sump, hoist the front ballast, remove front axle carrier screws from engine sump and detatch the axle assembly from the engine acting on the front wheels as shown on page 3.

Disconnect the fuel lines from the lift pump, from the second fuel filter and from the leak-off connection.

Disconnect the electrical leads from the alternator, oil pressure and water temperature transmitters.

Disconnect the tractor meter angle drive lead, throttle and shut-off links from the injection pump, lift inlet and outlet lines from the hydraulic pump, and the flexible steering pipes from the rigid piping.

Hoist the engine using hook **290740** as shown on page 3, remove the engine-transmission fixing nuts and bolts and separate the engine from the transmission.

Drain the sump oil, remove the sump, detatch the balancer oil line on 880 tractors, and place the engine assembly on rotary overhaul stand **290090**, using universal bracket **293002/1** as shown in Figs. a and b.

TO REFIT

Reverse the removal procedure and note the following points:

— When offering up the engine onto the transmission mesh the transmission and P.T.O. clutch shaft splines without forcing.

— Strictly adhere to the prescribed tightening torque figures.

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TO REMOVE AND REFIT

To remove the power take off assembly proceed as follows:

— Drain the axle oil.

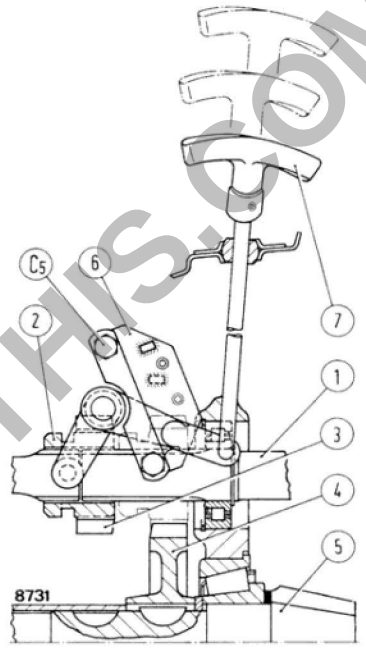
— Remove the drawbar (if fitted).

— Disconnect the top link.

— Apply a lifting chain, remove the retaining screws, select the independent power take off to prevent gear or sleeve (2) from falling, and remove the P.T.O. housing with attached drive shaft towards the outside.

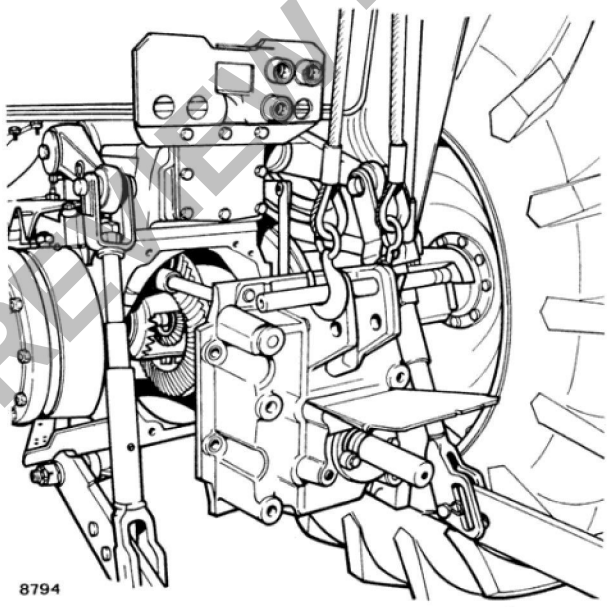
To gain access to the gear or sleeve, remove the axle case top cover or, if the control platform is in position on the tractor, remove the handbrake support side cover.

When refitting the overhauled P.T.O. unit to the axle case, thoroughly clean the faces to be mated and apply either of the jointing compounds mentioned on page 2.



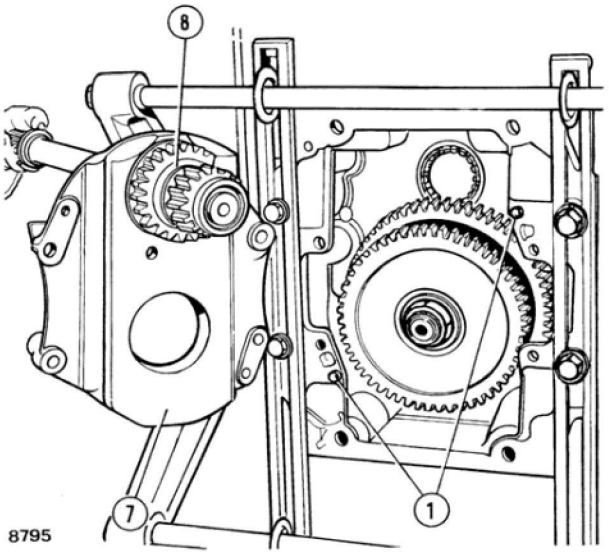
Section through P.T.O. Control

C_5. Idler sector screws - 1. P.T.O. shaft - 2. Independent P.T.O. sleeve - 3/4. Ground speed P.T.O. gears - 5. Bevel pinion - 6. 3-position sector (ground speed P.T.O.) or 2-position sector (independent P.T.O.) - 7. Control handle



Removing the P.T.O. Assembly

Note: 540/1,000 rpm P.T.O. shown



Removing 540/1,000 rpm P.T.O. Cover-Support

1. Dowels - Cover-support - 8. Double driven gear

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