MAINTENANCE CHART

HOURS OF OPERATION	OPERATION & FIGURE NUMBER	SERVICE REQUIREMENT	CHECK	CLEAN	LUBE	CHANGE	ADJUST	DRAIN	WASH
WHEN WARNING LIGHT GLOWS	2-2	Air Cleaner	X	X					
EVERY 10 HOURS OF OPERATION OR DAILY	2-3, 2-4	Engine Oil Level	X				X		
	2-5	Air Cleaner Dust Collector		X					
	2-6	Radiator Coolant Level	X				X		
	2-7	Radiator Core	X	X					
	2-8	Power Steering Oil Level	X				X		
EVERY 50 HOURS OF OPERATION	2-9	Fan belt	X				X		
	2-10	PTO Clutch Lever Free Travel	X				X		
	2-11	Clutch Pedal Free Travel	X				X		
	2-12	Fuel Sedimenter						X	
	2-13	Front Fuel Filter						X	
	2-14	Front and Rear Wheel Nuts	X				X		
	2-15	Tire Pressure	X				X		
	2-16	Three Point Hitch			X				
	2-17	Front Axle Spindle (2WD)			X				
	2-18	Front Axle Pivot (2WD)			X				
	2-19	Steering Cylinder Pivot (2WD)			X				
	2-20	Steering Cylinders (FWD)			X				
	2-21	Axle Pivots (FWD)			X				
EVERY 200 HOURS OF OPERATION	2-22	Engine Oil *				X			
	2-23	Front Fuel Filter				X			
	2-24	Fuel Supply Pump Filter		X					X
	2-25	Battery Electrolite Level	X				X		
	2-26	Foot Brakes Free Travel	X				X		
	2-27	Parking Brake Free Travel	X				X		
	2-28	Transmission Vent	X	X					

* Oil change and oil filter replacement intervals will be reduced if the diesel fuel has a high sulfur content, or if the tractor is operated in extremely cold temperatures. See Section 3 for additional information.

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SECTION 3
SPECIFICATIONS

SPECIFICATIONS

The specifications on the following pages are given for your information and guidance. For further information concerning your tractor and equipment consult your authorized Ford New Holland dealer.

Ford New Holland policy is one of continuous improvement, and the right to change prices, specification or equipment at any time without notice is reserved.

All data given is this book is subject to production variations. Dimensions and weights are approximate only and the illustrations do not necessarily show tractors in standard condition. For exact information about any particular tractor please consult your Ford New Holland dealer.

GENERAL DIMENSIONS

	5530	6530
Height to top of ROPS	109.1 in. (2770 mm)	
Ground clearance:		
Front axle – 2WD	31.5 in. (803 mm)	
Front axle – 4WD	25 in. (635 mm)	
Under drawbar – 2WD	25.1 in. (637 mm)	
Under drawbar – 4WD	25.7 in. (653 mm)	
Track width (min/max)		
Front – 2WD	60–80 in. (1524–2032 mm)	
Front – 4WD	65–86 in. (1651–2184 mm)	
Rear – 4WD	56-1/2–74 in. (1435–1879 mm)	
Rear – 2WD	56–77 in. (1422–1956 mm)	
Note – With optional rear wheel spacers – add to track widths	3-3/4 in. (95 mm)	
Note – With optional rear axle extension – add to track widths	20 in. (508 mm)	
Overall length		
2WD	148.5 in. (3775 mm)	
4WD	161.5 in. (4095 mm)	
Wheelbase		
2WD	82.8 in. (2105 mm)	
4WD	80.7 in. (2049 mm)	
The previous dimensions are based on tractors equipped with the following tires:		
Front – 2WD	7.50 x 18	
Front – 4WD	13.6 x 38	
Rear – 2WD	9.50 x 42	
Rear – 4WD	13.6 x 38	

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TRANSMISSION

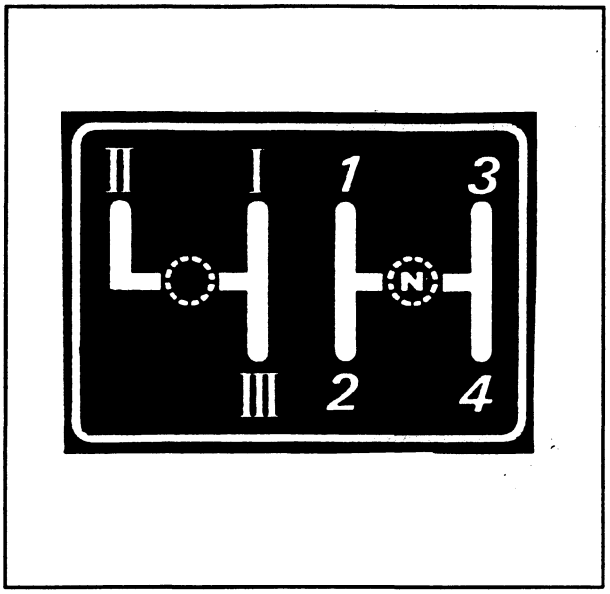


FIGURE 1-8

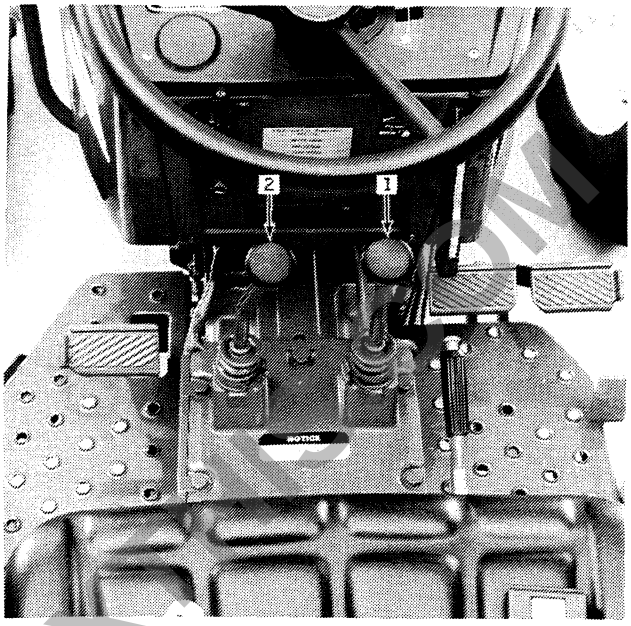


FIGURE 1-9

INTRODUCTION

Your tractor is equipped with either a 12 Forward and 12 Reverse speed transmission or a 20 Forward and 12 Reverse speed transmission. The 20 x 12 transmission has 8 forward creeper gears.

Shift Lever Patterns

Figure 1-8

The transmission shift levers operate in a conventional H style pattern. A decal showing the shift patterns, Figure 1-8, is located below the instrument panel. See Section 3 for information on forward and reverse speeds.

Main Shift Lever

Figure 1-9

Ref Description

1 Main lever
2 Range lever

The main shift lever, 1, Figure 1-9, provides four gear ratios.

To shift up and down, depress the clutch pedal and shift the main gear lever. Tractor need not be stopped, as all main gears are synchromesh.

IMPORTANT: Fully depress the clutch when shifting gears. Partial depression of the clutch when changing gears with synchromesh transmission may result in damage to transmission components. Also, when shifting down, select the next lower gear in order to avoid damaging the clutch or overspeeding the engine.

Range Shift Lever

Figure 1-9

The range lever, 2, Figure 1-9, provides three ranges.

NOTE: Always declutch and stop the tractor before shifting the range lever.

To change gear range, depress the clutch, stop the tractor, move the range lever as required to select the appropriate range then reengage the clutch.

WARNING: TO PREVENT INADVERTENT TRACTOR MOVEMENT, AVOID ACCIDENTAL CONTACT WITH THE GEARSHIFT LEVERS. ALWAYS STOP THE ENGINE, FIRMLY APPLY THE PARKING BRAKE AND PLACE BOTH GEARSHIFT LEVERS IN NEUTRAL BEFORE DISMOUNTING.

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INSTRUMENT PANEL - CONTROLS AND SWITCHES

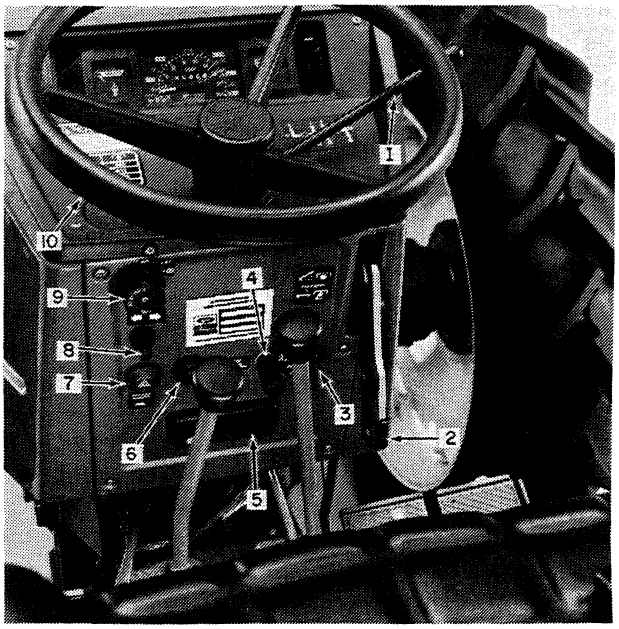


FIGURE 1-4

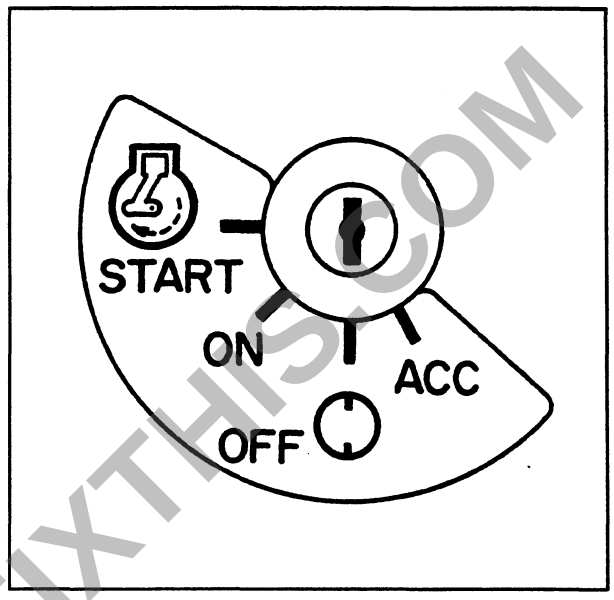


FIGURE 1-5

CONTROLS AND SWITCHES

Figure 1-4

Ref Description

1 Hand throttle
2 PTO clutch control lever
3 Key start/stop switch
4 Power point (if fitted)
5 Fuse box
6 Ether control switch
7 Hazard warning control
8 Turn signal switch
9 Light switch and horn push button
10 Steering wheel

Each numbered control is discussed under the corresponding headings on the following pages.

1 - Hand Throttle

Pull rearwards to progressively increase engine speed.

2 - PTO Clutch Control Lever

Pull up on lever to disengage PTO. Push down to engage PTO (See PTO section for information on operation.)

3 - Key Start/Stop Switch

Figure 1-5

The switch actuates the starting motor when turned fully clockwise. Also turns engine off when key is turned to the "off" position. See "Starting the Engine" in this section for operating procedure.

The switch positions control the following functions:

OFF -
Stops the engine. Key is removable in this position.

ON -
Engine run circuits energized. Instruments and warning lights operate and light and control circuits are energized.

START -
Engages the starter. When released, key springs back to the on position.

ACCESSORY -
Parking lights, instrument lights, cigar lighter, light and work light switches are activated. Key is removable in this position.

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HOURS OF OPERATION	OPERATION & FIGURE NUMBER	SERVICE REQUIREMENT	CHECK	CLEAN	LUBE	CHANGE	ADJUST	DRAIN	WASH
EVERY 400 HOURS OF OPERATION	2-29	Engine Oil Filter *				X			
	2-30	Hydraulic Oil Filter				X			
	2-31	Transmission, Rear Axle and Hydraulic Oil Level	X				X		
	2-32	Front King Pin (FWD)			X				
	2-33	Four Wheel Drive Hub Oil Level	X				X		
	2-34	Four Wheel Drive Differential Oil Level	X				X		
	2-35	Final Drive Oil Level	X				X		
	2-36	Front Wheel Bearings (2WD)	X	X	X		X		
	2-37	Power Steering Filter		X					X
	2-38	Air Cleaner Cartridges (Inner and Outer)	X	X		X			
EVERY 800 HOURS OF OPERATION OR ANNUALLY	2-39	Rear Fuel Filter				X			
	2-40	Fuel Tank						X	
	2-41	Engine Valve Clearance	X				X		
	2-42	Fuel Injectors	X	X			X		
	2-43	Power Steering Oil				X			
	2-44	Air Cleaner Cartridges (Inner and Outer)				X			
EVERY 1600 HOURS OF OPERATION OR EVERY TWO YEARS	2-45	Transmission, Rear Axle and Hydraulic Oil				X			
	2-46	Rear Axle Final Drive Oil				X			
	2-47	Front Axle Final Drive Oil (FWD)				X			
	2-48	Front Axle Housing Oil (FWD)				X			
	2-49	Coolant System				X			
AS REQUIRED	2-50 2-51 2-52 2-53	General Maintenance							

* Oil change and oil filter replacement intervals will be reduced if the diesel fuel has a high sulfur content, or if the tractor is operated in extremely cold temperatures. See Section 3 for additional information.

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	5530	6530
WEIGHT		
Total with oil and water		
2WD	5689 lb. (2580 kg.)	5800 lb. (2630 kg.)
4WD	7290 lb. (3306 kg.)	7400 lb. (3356 kg.)

Above weights are estimates based on standard production tractors without fuel or optional equipment.

ENGINE		
No. of cylinders	4	
Bore	3.94 in. (100 mm)	4.09 in. (104 mm)
Stroke	4.52 in. (115 mm)	
Displacement	220.4 cu.in. (3613 cu.cm)	238 cu.in. (3908 cu.cm)
Compression ratio	17 to 1	
PTO horsepower	62 HP	70 HP
Firing order	1-3-4-2	
Idle speed	800 RPM	
Rated speed	2500 RPM	
Intake valve clearance (cold)	0.012 in. (0.30 mm)	
Exhaust valve clearance (cold)	0.012 in. (0.30 mm)	
COOLING SYSTEM		
Type	Pressurized recirculating by-pass	
Fan belt deflection W/18-22 lbs. (8-10 kg.) force	0.50 in. (12.7 mm)	
Thermostat		
Starts to open at	174 F (79 C)	
Fully open at	200 F (94 C)	
Pressure Cap	10.5 psi (0.7 bar)	
TRANSMISSION		
Type		
Partially synchronized with mechanical shuttle	12 x 12	
Partially synchronized with mechanical shuttle and 8 forward creep gears	20 x 12	

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POWER TAKE-OFF (PTO)

INTRODUCTION

The PTO transfers engine power directly to mounted or trailed equipment via a splined shaft at the rear of the tractor.

The tractor is equipped with a PTO that can be operated in either an engine driven independent mode or relative ground speed mode. The PTO shaft can be changed to operate 540 or 1000 RPM equipment.

NOTE: Before operating the PTO read this section completely.

NOTE: The engine starting system has a safety interlock that requires the PTO selector lever 1, Figure 1-14, to be in the neutral position for the engine to start.

PTO CONTROLS

The operation of the PTO is controlled by the PTO clutch control lever and the PTO selector lever.

PTO Clutch Control Lever

Figure 1-13

Ref Description

1 PTO clutch control lever (dash mounted)
2 Release button



FIGURE 1-13

The PTO clutch is engaged and disengaged by the PTO clutch control lever, 1, Figure 1-13.

- The PTO clutch is disengaged when the lever is fully raised.
- The PTO clutch is engaged as the PTO clutch lever is lowered.

NOTE: The release button, 2, Figure 1-13, must be depressed to lower the PTO clutch control lever.

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HAND AND FOOT CONTROLS

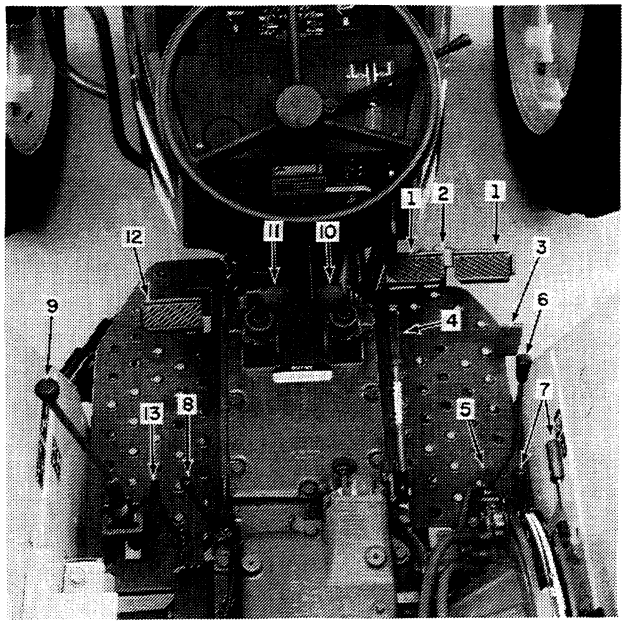


FIGURE 1-6

HAND AND FOOT CONTROLS

Figure 1-6

Ref Description

1 Foot brakes
2 Foot brake locking lever
3 Foot throttle
4 Parking brake lever
5 Differential lock pedal
6 Hydraulic remote valve control handle
7 Hydraulic lift control
8 PTO selector lever
9 Forward/reverse shuttle
10 Main shift lever
11 Range shift lever
12 Clutch pedal
13 Four wheel drive control handle

Each numbered control is discussed under the corresponding headings on the following pages.

1 - Foot brakes

The foot brakes may be operated independently to aid turning in confined spaces, or together for normal stopping. When operating in the field it is advised that the brake pedals be unlocked.

WARNING: ALWAYS LOCK THE BRAKES TOGETHER WHEN TRAVELING ON THE HIGHWAY. TO LOCK THE BRAKES TOGETHER, FLIP LEVER 2, FIGURE 1-6, ON THE RIGHT BRAKE OVER TO ENGAGE THE SLOT ON THE LEFT BRAKE PEDAL.

2 - Foot brake Locking Lever

Lock brake pedals together by positioning locking lever, 2, Figure 1-6, so it engages the slot on the left brake pedal.

3 - Foot Throttle

The foot throttle may be used independently of the hand throttle to control the speed of the tractor and is recommended for use on public highways.

IMPORTANT: When using the foot throttle, set the hand throttle to the idle position.

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	5530	6530
TRANSMISSION CLUTCH		
Clutch type (cerametallic)	Dry plate	
Plate dia. (cerametallic)	11 in. (279 mm)	
Pedal free travel	1 in. (25 mm)	
PTO CLUTCH		
Clutch type	Hand operated clutch fully independent of foot clutch	
Plate dia.	11 in. (279 mm)	
FUEL SYSTEM		
Injection pump	Bosch	
POWER TAKE OFF		
Engine driven two speed PTO.		
Engine speed at 540 PTO RPM	2200 RPM	
Engine speed at 1000 PTO RPM	2380 RPM	
Ground driven two speed PTO		
540 P.T.O. shaft revolutions for each wheel revolution	8.9 to 1	
1000 P.T.O. shaft revolutions for each wheel revolution	15.3 to 1	
HYDRAULIC SYSTEM		
Type	Position and Draft control with Lift-O-Matic	
Nominal pressure	2700 psi (185.2 bar)	
Hydraulic pump		
Type	Single pump, gear type, engine driven	
Maximum flow @ 2500 RPM	11.7 GPM (44.5 Liters/min)	
ELECTRICAL EQUIPMENT		
Alternator	12V – 33 AMP	
Regulator	Integral with alternator	
Starter motor – Positive engagement, solenoid operated	3.5 kw	

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HYDRAULIC SYSTEM

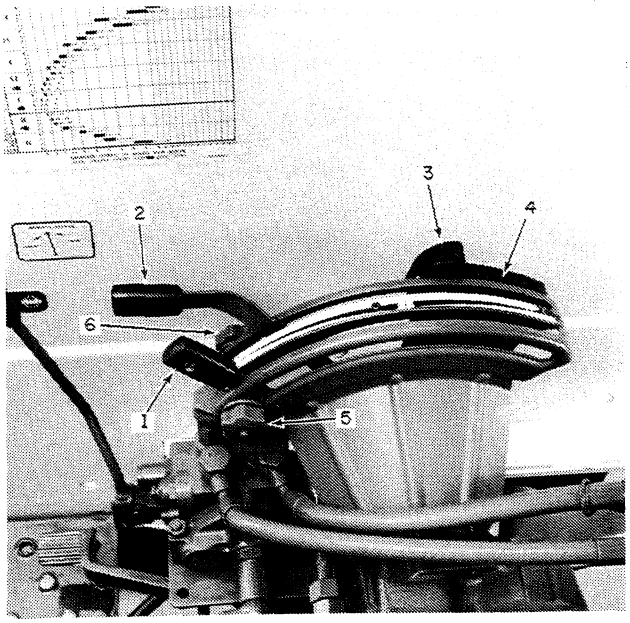


FIGURE 1-16

Hydraulic Controls

Figure 1-16

Ref Description

1 Draft control lever
2 Position control
3 Lift-O-Matic locking knob
4 Lift-O-Matic lever
5 Draft control adjustable stop
6 Position control adjustable stop

INTRODUCTION

Your tractor is equipped with a hydraulic system providing accurate and sensitive control over a wide range of operating conditions. The hydraulic lift system uses the axle lubricating oil. Pressure is obtained by means of an engine driven hydraulic gear type pump. The lift senses the load on the lower links through the sensing bar.

The tractor hydraulic system includes the following functions: Draft Control, Position Control, Combined Draft and Position Control, Float Lift-O-Matic.

HYDRAULIC SENSITIVITY

Draft Control

Draft Control is most suitable for mounted implements operating in the ground. Changes in the working depth or soil resistance cause the draft loading on the implement to increase or decrease. This change in draft loading is sensed through the lower links of the three-point linkage and the hydraulic system responds by raising or lowering the implement to restore the draft loading. In this way a uniform draft load is maintained on the tractor.

To Set Draft Control

- Move position control lever, 2, Figure 1-16, fully forward.
- Move draft control lever, 1, Figure 1-16, progressively forward to bring the implement to the desired depth. Implement depth will be proportional to draft as determined by ground consistency. In this condition the hydraulic system automatically keeps the tractive effort steady.
- To fast raise implement at the end of each pass, simply push the Lift-O-Matic locking knob, 3, Figure 1-16, rearward which releases the lift lever, 4. To lower implement, push downward on the Lift-O-Matic lever, 4, until it snaps in place. See "Lift-O-Matic" heading for additional information.

NOTE: Lift-O-Matic will fast raise and lower the implement to the original depth setting without changing the position or draft setting.

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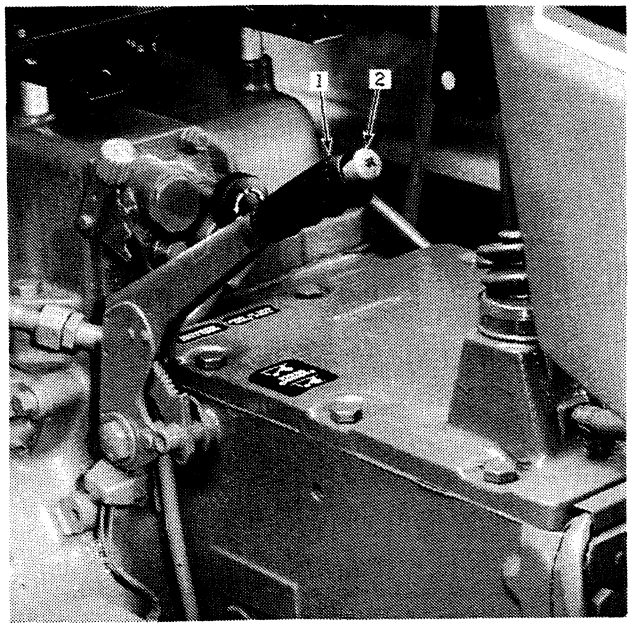


FIGURE 1-7

4 - Parking Brake Lever

Figure 1-7

Ref Description

1 Park brake handle
2 Release button

A conventional park brake lever, 1, Figure 1-7, is located to the right of the driver's seat.

To apply the park brake pull the lever up. To release, ease the lever up further, depress the button, 2, and lower the lever.

WARNING: APPLY THE PARK BRAKE BEFORE DISMOUNTING THE TRACTOR.

5 - Differential Lock

In conditions producing wheel slip, hold down the differential lock pedal until the lock is felt to engage. The lock will automatically disengage when traction at the rear wheels becomes equal. If a rear wheel starts to spin at a high speed relative to the other wheel, reduce the engine speed to idle before engaging the differential lock. This will avoid shock loads to the drive line.

WARNING: NEVER USE THE DIFFERENTIAL LOCK AT SPEEDS ABOVE 5 MPH (8 KPH) OR WHEN TURNING THE TRACTOR. WHEN ENGAGED, THE LOCK WILL PREVENT THE TRACTOR TURNING.

6 - Hydraulic Remote Valve Control Handle

Controls oil flow through the remote control valve and quick couplers. See "Remote Control Valves" heading in this section.

7 - Hydraulic Lift Controls

Provides position and draft control or a combination of both. See "Hydraulic System" heading in this section.

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