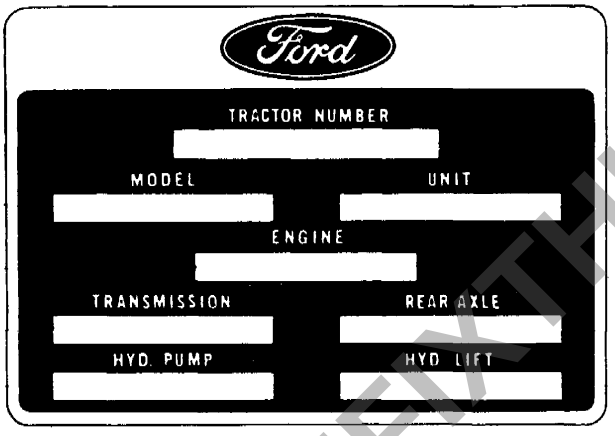
PRODUCTION DATE CODES AND SERIAL NUMBERS

Ford Tractors have a series identification plate located under the radiator filler access cover for Ford 6710 and 7710 models and under the right-hand hood panel for all other models.

Whenever effecting repair or overhaul the relevant series information should be noted and used when referring to Service Bulletins and/or the Parts Catalogue.

TRACTOR SERIES IDENTIFICATION PLATE



This plate is stamped with the following information:

- **TRACTOR NUMBER** – Serial number prefixed by the letter 'A', 'B' or 'C'.
- **MODEL** – Production model code.
- **UNIT** – Production unit date code.
- **ENGINE** – Serial number and engine production date code.
- **TRANSMISSION**– Transmission production date code.
- **REAR AXLE** – Rear axle production date code.
- **HYD. PUMP** – Hydraulic pump production date code.
- **HYD. LIFT** – Hydraulic power lift production date code.

KEY TO PRODUCTION DATE CODES

First Number YEAR	First Letter MONTH		Second Number DAY OF MONTH	Second Letter PRODUCTION SHIFT
1–1981 2–1982 3–1983 4–1984 5–1985	A–Jan. B–Feb. C–March D–April E–May F–June	G–July H–Aug. J–Sept. K–Oct. L–Nov. M–Dec.	01/28/29/30/31	A–Midnight B–Day C–Afternoon

Example of Production Unit Date Code 1 L 0 3 B

Year of Final Assembly (1981)	Month of Year (November)	Day of Month (Third)	Shift Period (Day)

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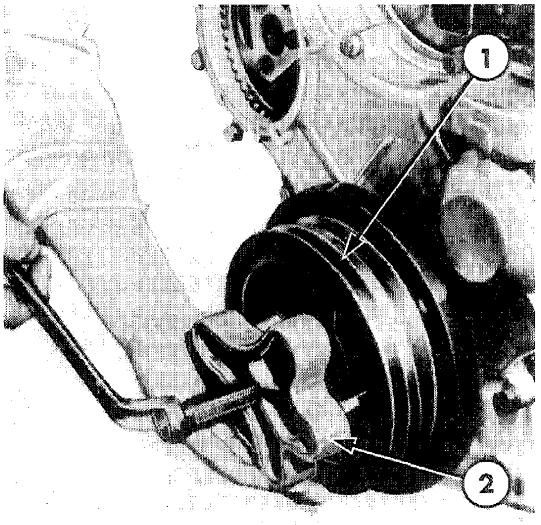


Figure 27
Removing Crankshaft Pulley
1. Crankshaft Pulley
2. Adjustable Bridge Puller Tool No. 518 or 9539

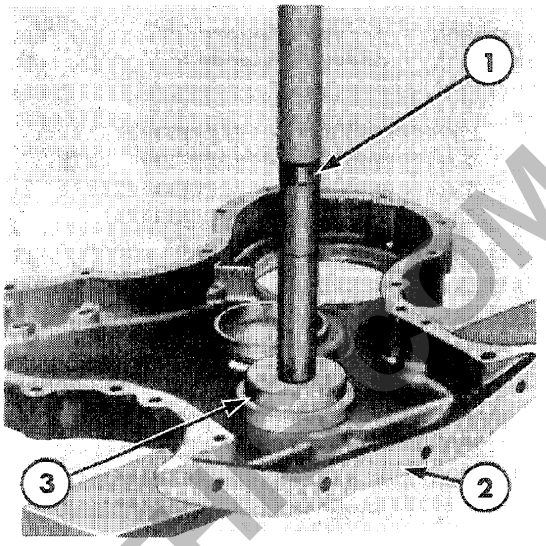


Figure 28
Installing Front Cover Seal
1. Driver
2. Engine Front Cover
3. Step Plate Tool No. 630-16 or 9210

FRONT COVER REMOVAL

1. Drain the engine oil, and remove the oil pan.

2. Remove the front cover to front engine plate bolts and note the position of the fan mounting.

3. Remove the alternator front mounting bracket bolt.

4. Carefully pry the front cover off the dowel pins and remove.

5. Remove the oil slinger.

6. Clean all the gasket material from the front cover and from the front engine plate.

FRONT COVER CRANKSHAFT SEAL REMOVAL

The front cover oil seal should be removed and a new seal installed every time the front cover is removed.

1. Drive out the oil seal and dust seal with a punch, being careful not to damage the front cover.

2. Thoroughly clean the seal bore in the cover.

3. Insert the dust seal in the seal bore before installing the oil seal. Coat the new oil seal with petroleum jelly and install the seal using step plate, Tool No. 630-16 or 9210, and a driver handle, Figure 28. Drive the seal in until it is fully seated in the bore. Check after installation to be sure the spring is properly positioned in the seal.

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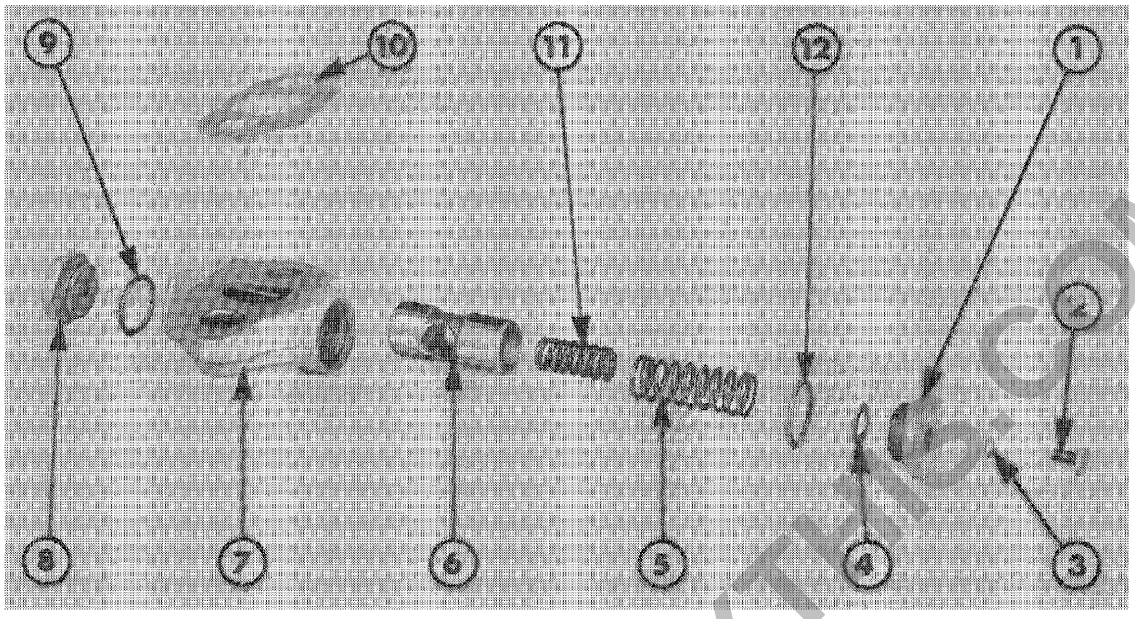


Figure 14
Advance Device Components

1. Spring End Cap
2. End Cap Plug
3. Washer
4. Shims
5. Advance Spring-Outer
6. Piston
7. Advance Device Housing
8. Piston End Cap
9. 'O' Ring
10. Gasket
11. Advance Spring—Inner
12. 'O' Ring

(iv) Remove the piston end cap and withdraw the piston from the advance device housing. An exploded view of the advance device is shown in Figure 14.

6. Use Socket, Tool No. 7244—125B, and a suitable socket wrench to remove the cam advance screw, Figure 15.

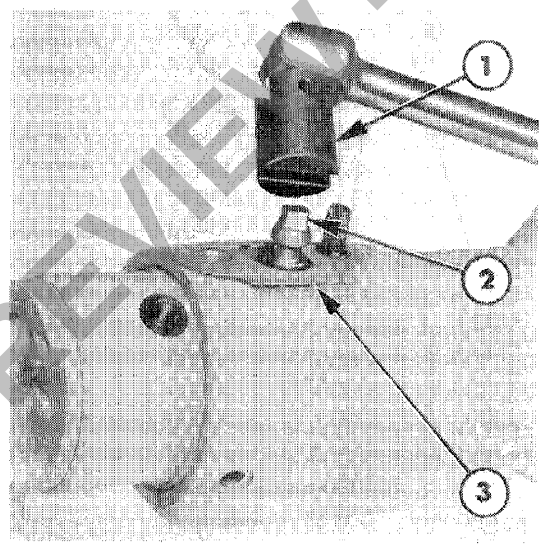


Figure 15
Cam Advance Screw Removal

1. Socket, Tool No. 7244—125B
2. Cam Advance Screw
3. Advance Device Housing Gasket

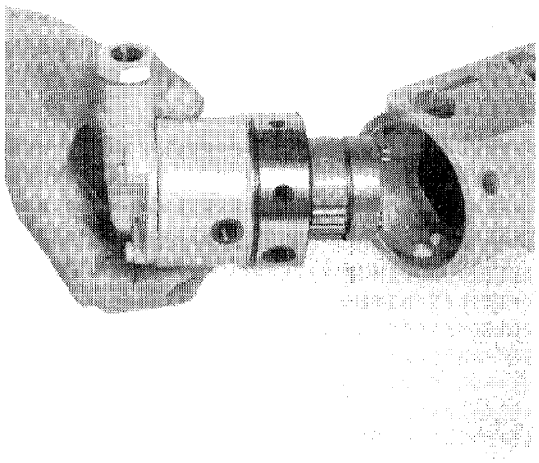


Figure 16
Hydraulic Head Removal

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TORQUE SPECIFICATIONS

	lbf ft	Nm	Mkg
Fuel Tank Drain Cap Clamp	3.0	4.0	0.41
Fuel Tank Outlet Tube Clamp	3.0	4.0	0.41
Fuel Tank Return Tube Clamp	3.0	4.0	0.41
Breather Tube Clamp	3.0	4.0	0.41
Fuel Tank Crossover Hose (Large) Clamp	3.0	4.0	0.41
Fuel Tank Crossover Tube (Small) Clamp	3.0	4.0	0.41
Fuel Tank Retaining Strap Nuts	3.5	4.5	0.46
Fuel Tank Retaining Strap Lock Nuts	18.5	25.0	2.56
Crossover Hose Guard Retaining Bolts	17.0	23.0	2.35
Crossover Tube Guard Retaining Bolts	41.0	55.0	5.67
Fuel Tank Support Bracket Retaining Bolts –			
Front Right	280.0	380.0	38.70
Front Left	280.0	380.0	38.70
Rear Right	82.0	110.0	11.33
Rear Left (Right Hand Thread)	82.0	110.0	11.33
(Left Hand Thread)	310.0	420.0	42.85
Fuel Tank Sender Unit Retaining Screws	1.9	2.5	0.25
Fuel Tank Baffle and Insulator Assembly Retaining Bolts	33.0	45.0	4.6

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'C' PREFIX

FORD 2600, 3600, 4100, 4600, 5600, 6600 AND 7600—LESS STRADDLE MOUNT CAB

With reference to Figure 5.

Front Main Harness Assembly

The front main harness assembly is routed from two multi-connector plugs, located at the top front of the fuel tank. The harness passes downwards to connect with the alternator regulator before being routed along the engine rocker cover to connect or feed the components within the engine compartment and forward end of the tractor as follows:

- Starting Motor and Solenoid (Live Feed from Battery)
- Intake Manifold Heater Plug
- Dry Air Cleaner Restriction Switch
- Coolant Temperature Sender
- Oil Pressure Sender Switch
- Alternator

Rear Main Harness Assembly

The front and rear main harness assemblies are joined at the two multi-connector plugs located at the top front of the fuel tank. The rear main harness is routed rearwards over the fuel tank and splits with the upper section feeding the instrument cluster whilst the lower section passes down to feed the switchgear components as follows:

- Starter Switch
- Lighting Switch

A single wire connects the fuel gauge to the fuel tank sender unit.

The harness is routed downwards and terminates in two connectors; one to feed the safety start switch and the other to feed the rear lamp wire assembly.

Rear Lamp Wire Assembly

The rear lamp wire passes through a conduit to the left-hand platform then up the left-hand rear axle housing to connect to the left-hand switch-to-fender harness and the main extension harness.

Main Extension Harness Assembly

The main extension harness is routed around the rear of the tractor to connect with the right-hand switch-to-fender harness.

Switch-to-Fender Harness Assemblies

The switch-to-fender harness assemblies pass up the fenders and split to feed the headlamp and flasher lamp assemblies. A spur lead from the left-hand flasher lamp provides a feed for the rear lamp assembly.

Terminal connections are incorporated in the left-hand switch-to-fender harness to facilitate connection of a trailer socket and implement work light.

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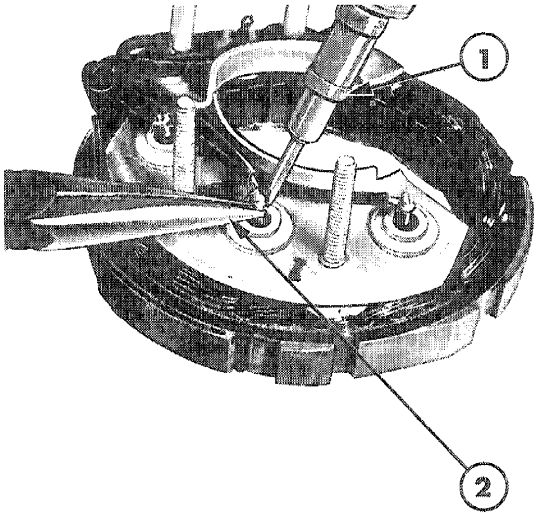


Figure 25
Soldering and Unsoldering Diode Connections Using Pliers as a Heat Guard

1. Soldering Iron
2. Place Pliers between Diode and Solder Point

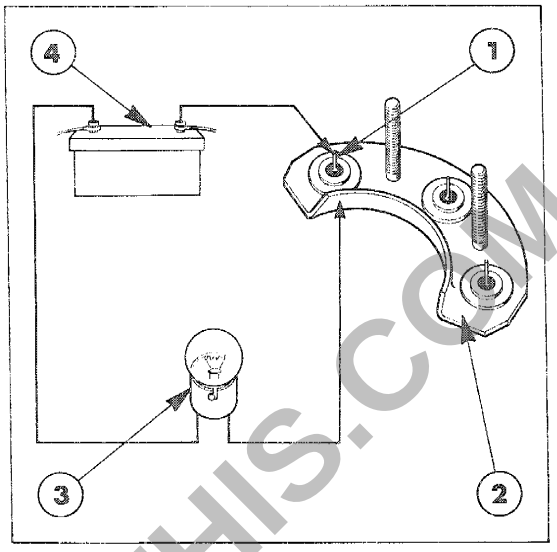


Figure 26
Rectifying Diode Test

1. Diode Connecting Pin
2. Heat Sink
3. Test Lamp
4. 12 Volt Battery

Rectifier Diodes

1. Note the arrangement of the stator winding connections to the rectifier diode connecting pins. Using long nosed pliers as a heat guard and a lightweight soldering iron (25 watt), unsolder the connections to the diodes, as shown in Figure 25.

2. Test each of the rectifying diodes with a commercial diode tester or by connecting a 12 volt battery and test lamp in series with one of the diodes, Figure 26.

NOTE: *One test lead is applied to the diode connecting pin and the other to the heat sink into which the diode is mounted, Figure 27.*

3. Note if the lamp lights.

4. Reverse the test lead connections.

   The lamp should light during one half of this test only. All diodes in the same heat sink must test alike. If any one diode is defective renew the complete assembly.

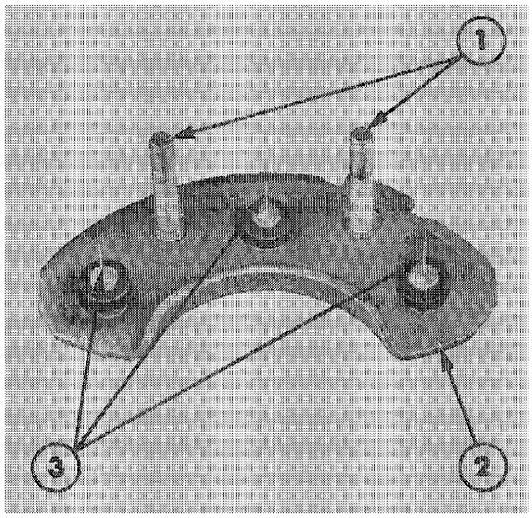


Figure 27
Diode Testing

1. Do not use Studs
2. Heat Sink
3. Diode Connecting Pins

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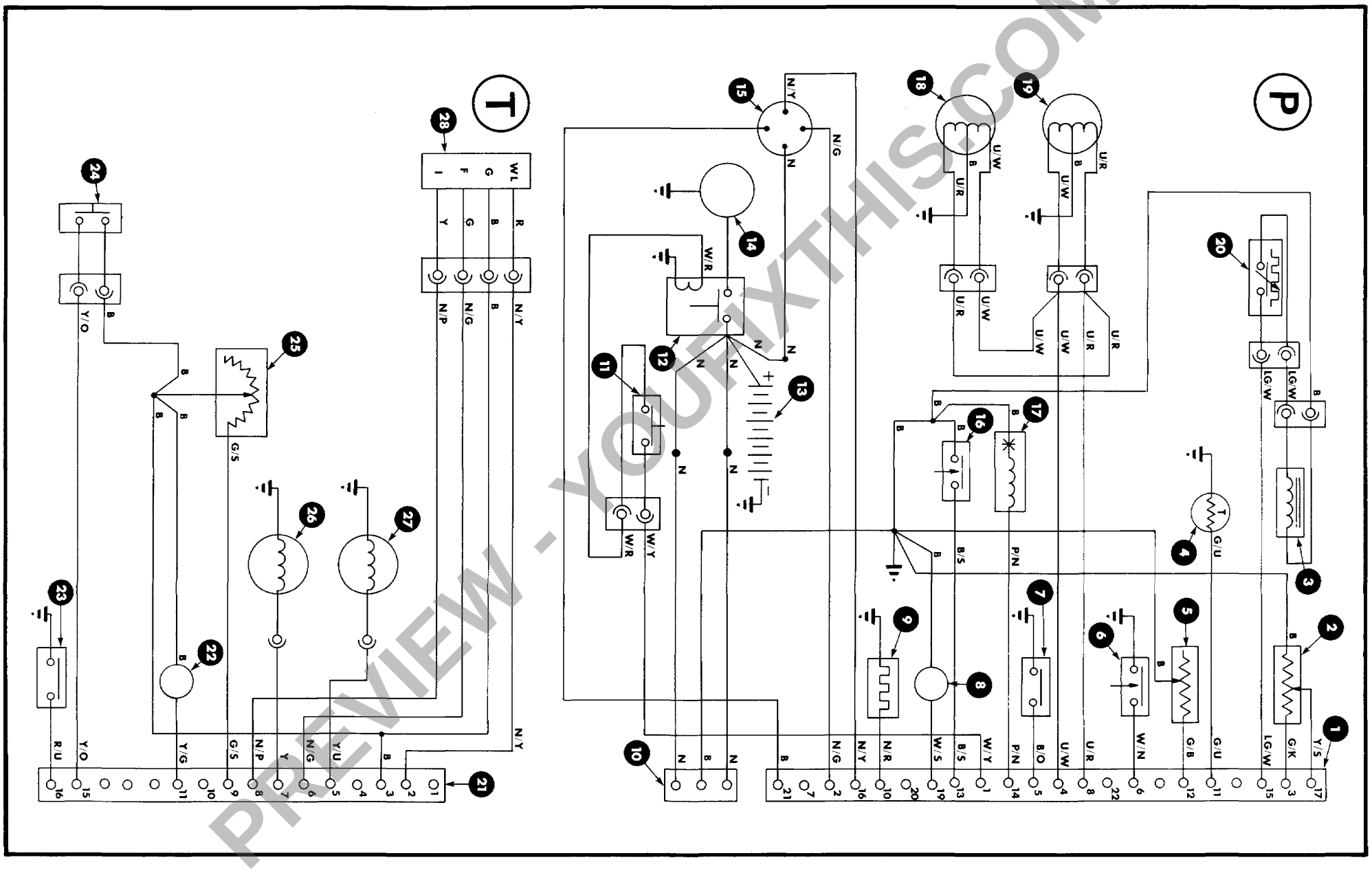
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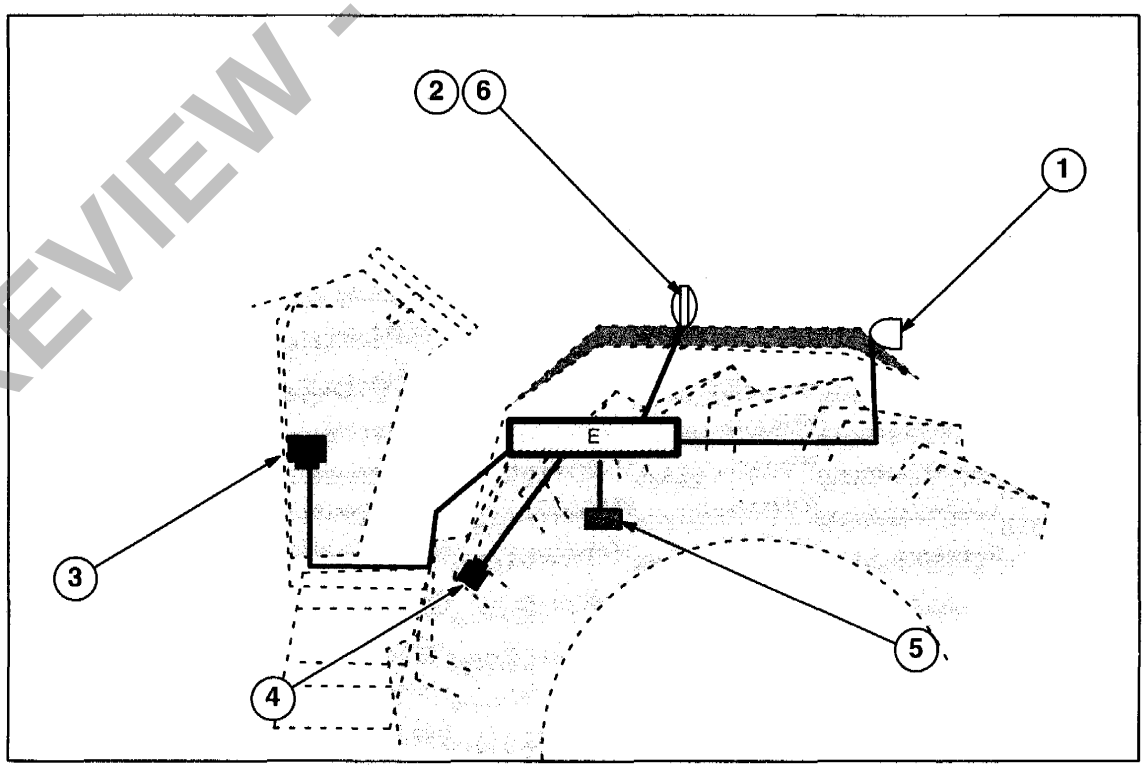
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Diagram 4
REAR HARNESS
(Less Cab–Crown Fenders)

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Wiring Colour Codes

B	Black	R	Red
G	Green	S	Slate
K	Pink	U	Blue
LG	Light Green	UG	Turquoise
N	Brown	W	White
O	Orange	Y	Yellow
P	Purple		



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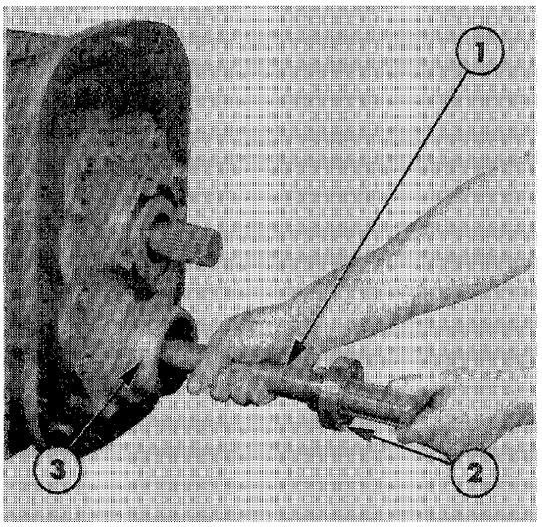


Figure 19
P.T.O. Countershaft Removal

1. P.T.O. Countershaft
2. Rear Bearing
3. Rear Support Plate

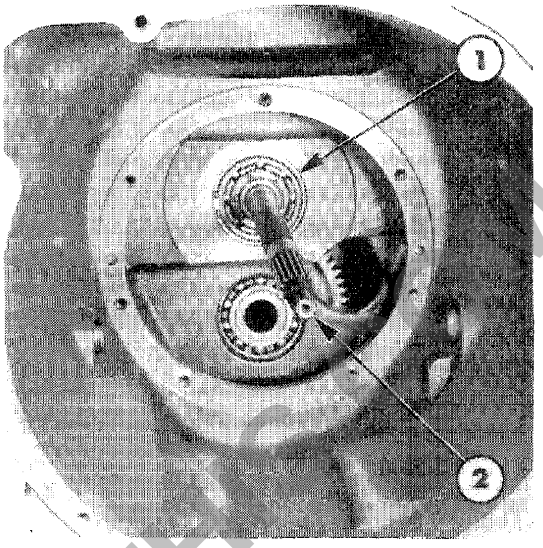


Figure 21
Input Shaft and Front Bearing Installed—Ford 2610 and 3610

1. Front Bearing Retaining Snap Ring
2. Input Shaft

11. Ford 2610 and 3610: Extract the main drive input shaft and bearing assembly retaining snap ring, Figure 21, and remove the input shaft assembly.

Ford 4110 and 4610: Withdraw the input shaft bearing retainer plate bolts and remove the input shaft and bearing assembly, Figure 22.

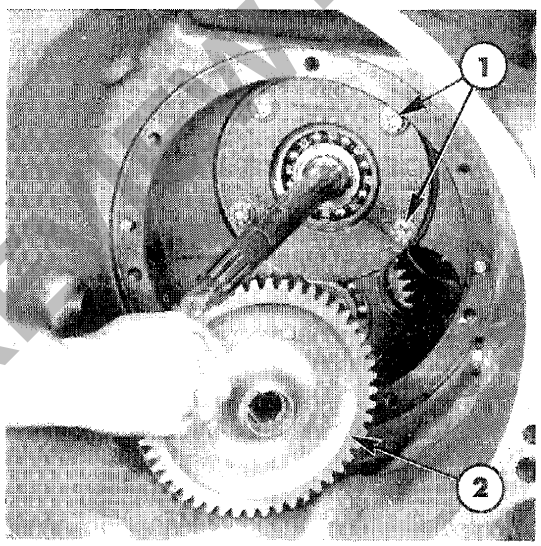


Figure 20
P.T.O. Countershaft Gear Removal

1. Input Shaft Bearing Retainer Plate Bolts
2. P.T.O. Countershaft Gear

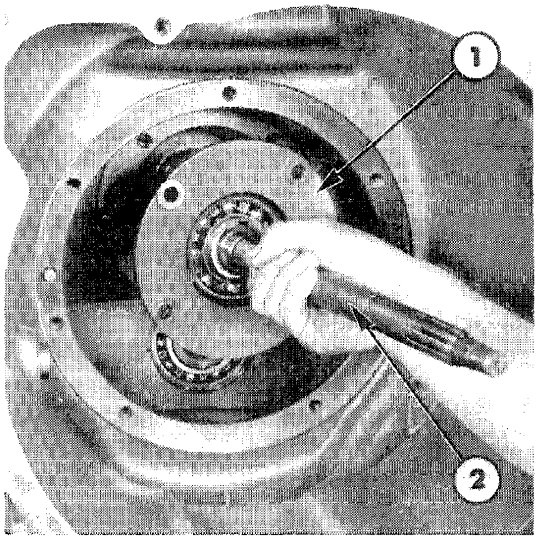


Figure 22
Input Shaft and Bearing Assembly Removal—Ford 4110 and 4610

1. Bearing Retainer Plate
2. Input Shaft and Bearing Assembly

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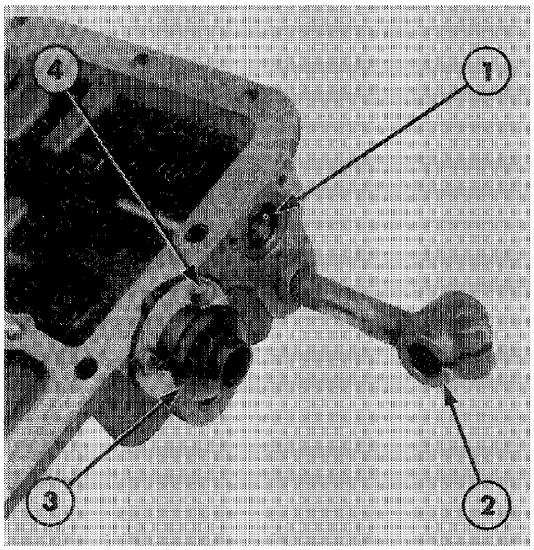


Figure 27
Boot Assembly Removal

1. Oil Seal
2. Range Gear Shift Pivot
3. Boot Assembly
4. Bolt

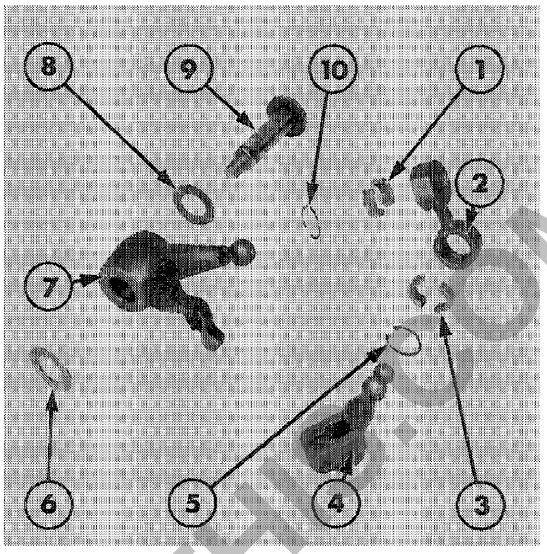


Figure 28
Bellcrank, Main Gear Shift Finger and Link Assembly

1. Bearing Halves
2. Link
3. Bearing Halves
4. Main Gear Shift Finger
5. Circlip
6. Washer
7. Bellcrank
8. Washer
9. Pin
10. Circlip

10. Remove the bolts securing the boot assemblies to the transmission top cover and remove the boot assemblies, Figure 27.

11. Remove the circlip retaining the range gear shift pivot. Remove the pivot.

INSPECTION AND REPAIR

1. Inspect the cover and replace if damaged or cracked. Inspect the shaft oil seals, Figure 27 and if necessary remove and replace with a suitable drift.

2. Inspect and if necessary replace the 'O' ring seals located in the pivot bores in the cover.

3. Inspect the key-ways in the shafts for wear. Minor burrs on the shafts should be removed using a fine abrasive; ensure such parts are thoroughly washed before re-assembly.

4. Inspect the bellcrank, finger and link assembly. If necessary separate the components by removing the circlips and pushing out the bearing halves, see Figure 28. Replace any item showing signs of wear or damage.

RE-ASSEMBLY AND INSTALLATION

Re-assembly and installation follows the removal and disassembly procedures in reverse.

On installation observe the following requirements:

- Install a new transmission cover gasket
- Tighten the cover retaining bolts to the correct torque, see "Specifications"—Chapter 7.
- On completion ensure correct operation of the gear shift mechanism and clutch interlock.

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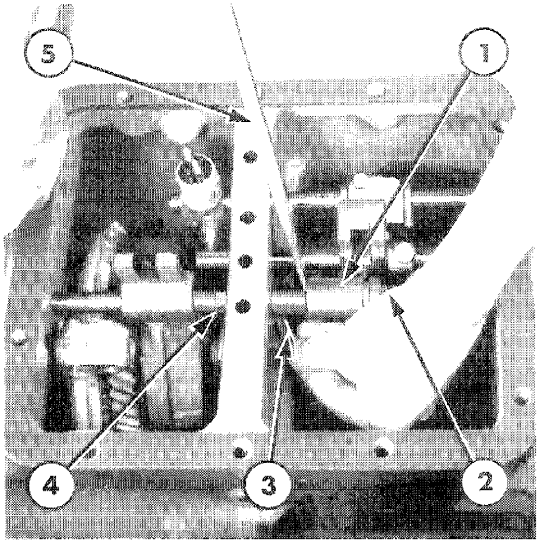


Figure 25
Installing Retainer Assembly Positioning Pins
1. Retainer Assembly
2. Spring
3. Pin
4. Countershaft Synchroniser Rail
5. Screwdriver

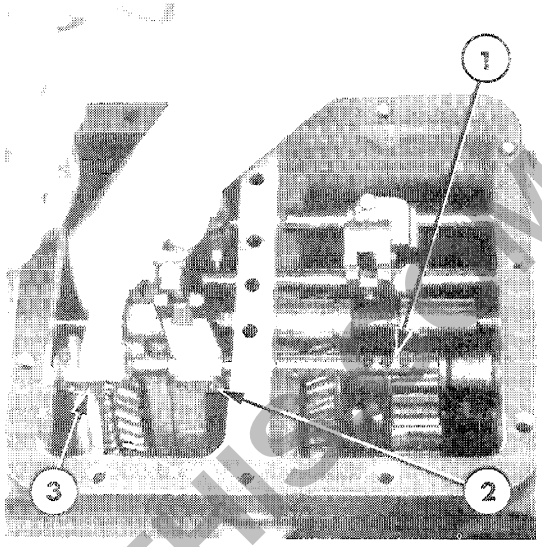


Figure 26
Installation of Mainshaft Synchroniser Rail
1. Mainshaft Synchroniser Rail
2. Mainshaft Synchroniser Collar
3. Mainshaft Synchroniser Fork

13. Pass the mainshaft synchroniser rail through the rear of the transmission and position the collar and mainshaft synchroniser fork assembly onto the rail, Figure 26. Secure the collar and fork in position with the retaining set screws. Torque the screws and lock nuts to the correct torque, see 'Specifications' — Chapter 10.

14. Install the detent balls, springs, plungers and plate assembly as shown in Figure 27.

NOTE: *The low/reverse detent plunger pin is 0.97 in (25 mm) long and the countershaft locking pin is 0.68 in (17 mm) long.*

15. Insert the locking pin and spring into the transmission cross drilling and secure in position with the interlock bore plug. Torque the plug to the correct torque, see 'Specifications' — Chapter 10.

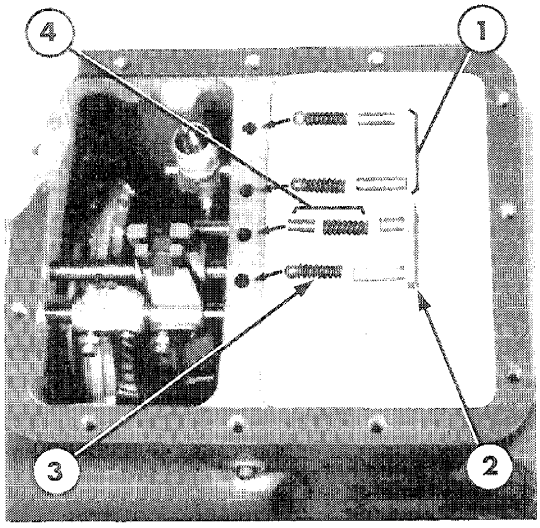


Figure 27
Detent Plunger Installation
1. Detent Balls, Springs and Plungers
2. Detent Plate
3. Detent Ball and Spring
4. Plunger and Spring

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Torques

	lbf.ft	Nm
Oil Pump Retaining Bolt	18.0	25.0
Counter Shaft Bearing Cap Retainer Bolt	38.0	52.0
Output Shaft Bearing Cap Retainer Bolt	38.0	52.0
Clutch Release Bearing Hub Support Bolt	38.0	52.0
Front Cover Retaining Bolt	38.0	52.0
Valve Housing Retaining Bolt	38.0	52.0
Speed Change Lever Support Retaining Bolt	18.0	25.0
Rear Cover Retaining Bolt	38.0	52.0
Speed Change Cover Retaining Bolt	38.0	52.0
Strainer Retaining Bolt	38.0	52.0
Cooler Feed Pipe Union	47.0	64.0
Cooler Return Pipe Union	47.0	64.0
Reverse Idler Gear Shaft Retaining Bolt	50.0	68.0

Special Tools

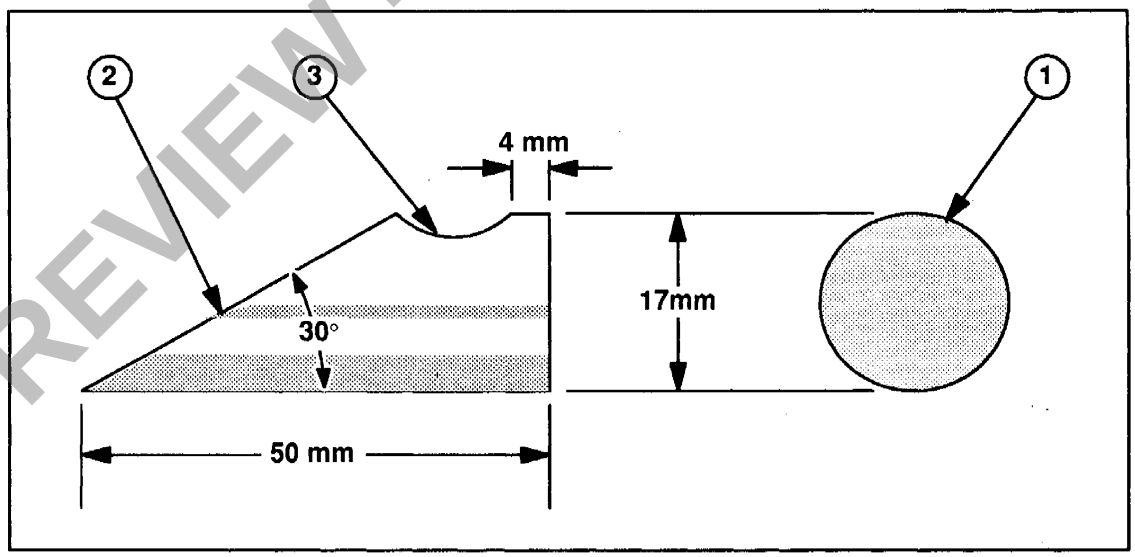


Figure 54

Lower Shift Rail Detent Retainer

1. 17 mm Bar Stock
2. Grind Ramp to Approx 30°
3. Grind Groove to Accept Detent Ball

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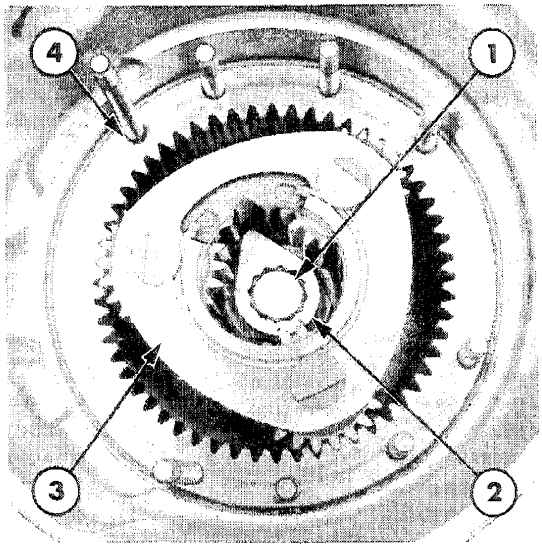


Figure 6
Axle Shaft Retaining Bolt—Ford 4100 and 4600
1 Retaining Bolt
2 Bolt Lock
3 Planetary Gear Carrier
4 Planetary Ring Gear

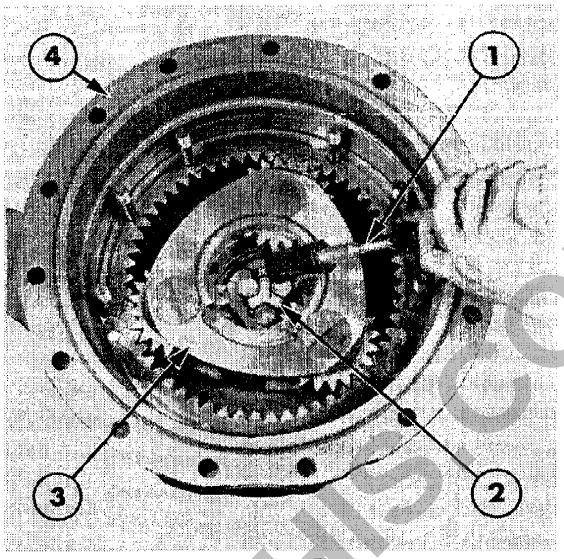


Figure 7
Heating Bolt Lock—Ford 5600, 6600 and 6700
1 Heating Appliance
2 Bolt Lock
3 Planet Gear Carrier
4 Axle Housing

7 Remove the axle shaft retaining bolt lock, Figure 6

NOTE *On Ford 5600, 6600 and 6700 Tractors the bolt lock may be sealed in place The lock should be heated to facilitate removal, Figure 7*

8 Remove the axle shaft retaining bolt(s)

NOTE: *Ford 4100, 4600, 7600 and 7700 Tractors have only one retaining bolt whilst Ford 5600, 6600 and 6700 Tractors incorporate three bolts*

Withdraw the washer and spacer

9 Lift and remove the planet gear and carrier assembly from the axle housing

10 Separate the seal retainer, located at the outer end of the axle housing, then lift the housing clear of the shaft Repeat Steps 3–10 for the left-hand axle housing

INSPECTION AND REPAIR

1 Inspect all components for damage or excessive wear Install new components as necessary

2 If the rear axle shaft outer cone and roller assembly and/or the shaft seal and seal retainer requires removal use Puller, Tool No 938, Legs, Tool No 930B, Pulling Attachment, Tool No 952 and a suitable Shaft Protector, Tool No 625A, Figure 8

Installation of the cone and roller and the seal assembly may be achieved by using a suitable sleeve 2 86 in (72 6 mm) internal diameter, 3 12 in (79 3 mm), external diameter and a press

3 If required, use Slide Hammer, Tool No 943S and Puller, Tool No 943, to remove the bearing cup from the outer end of the axle housing, Figure 9 Use a suitable Step Plate Adaptor, Tool No 630T, and a mallet to replace the cup

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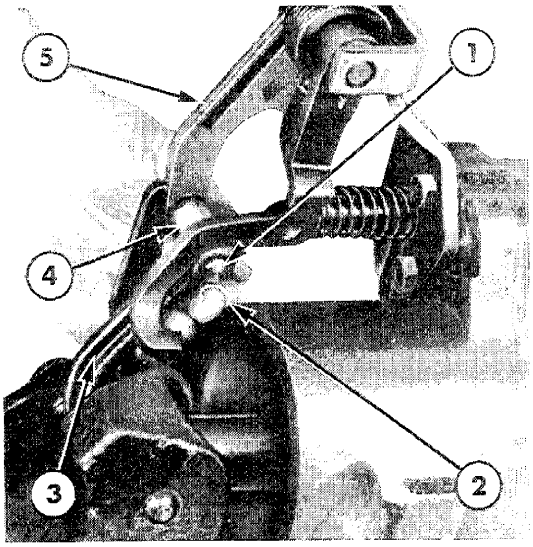


Figure 3
Removing Draft Lever to Actuating Lever Pivot Pin Snap Ring

1 Pivot Pin
2 Snap Ring
3 Draft Lever
4 Roller
5 Actuating Lever

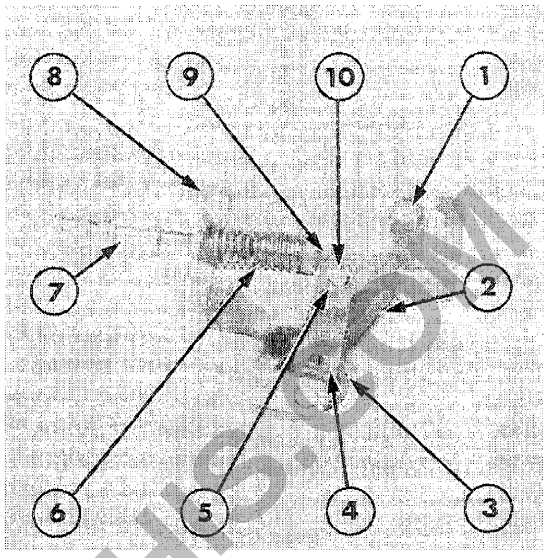


Figure 4
Control Valve and Actuating Linkage

1 Pivot Pin
2 Actuating Lever
3 Torsion Spring
4 Control Valve Lever
5 Snap Ring
6 Control Valve Spring
7 Control Valve
8 Bracket
9 Actuator
10 Actuator Pin

9 Remove the actuator pin snap ring, the actuator pin and the actuator Then compress the control valve spring and carefully slide the control valve face off the bracket

10 Mount the actuating linkage in a vice as shown in Figure 5

11 Remove the adjustable stop nut and lockwasher and, whilst applying pressure to the actuating lever, withdraw the eccentric Relax the pressure on the actuating lever and allow the torsion spring to unwind

12 Remove the snap rings between the levers and the bracket

13 Extract the lever pivot pin from the bracket then remove and separate the two levers and the torsion spring

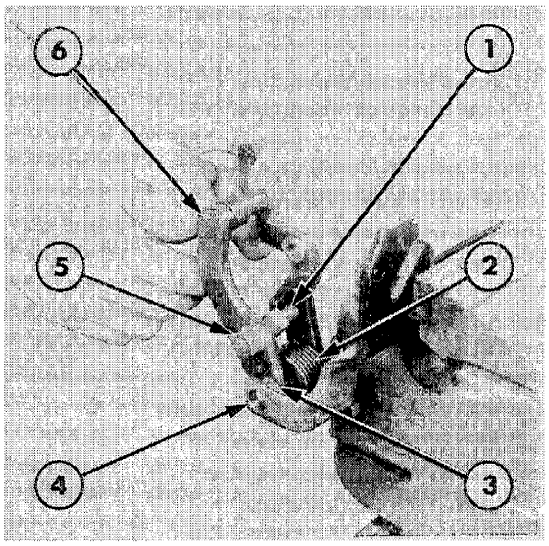


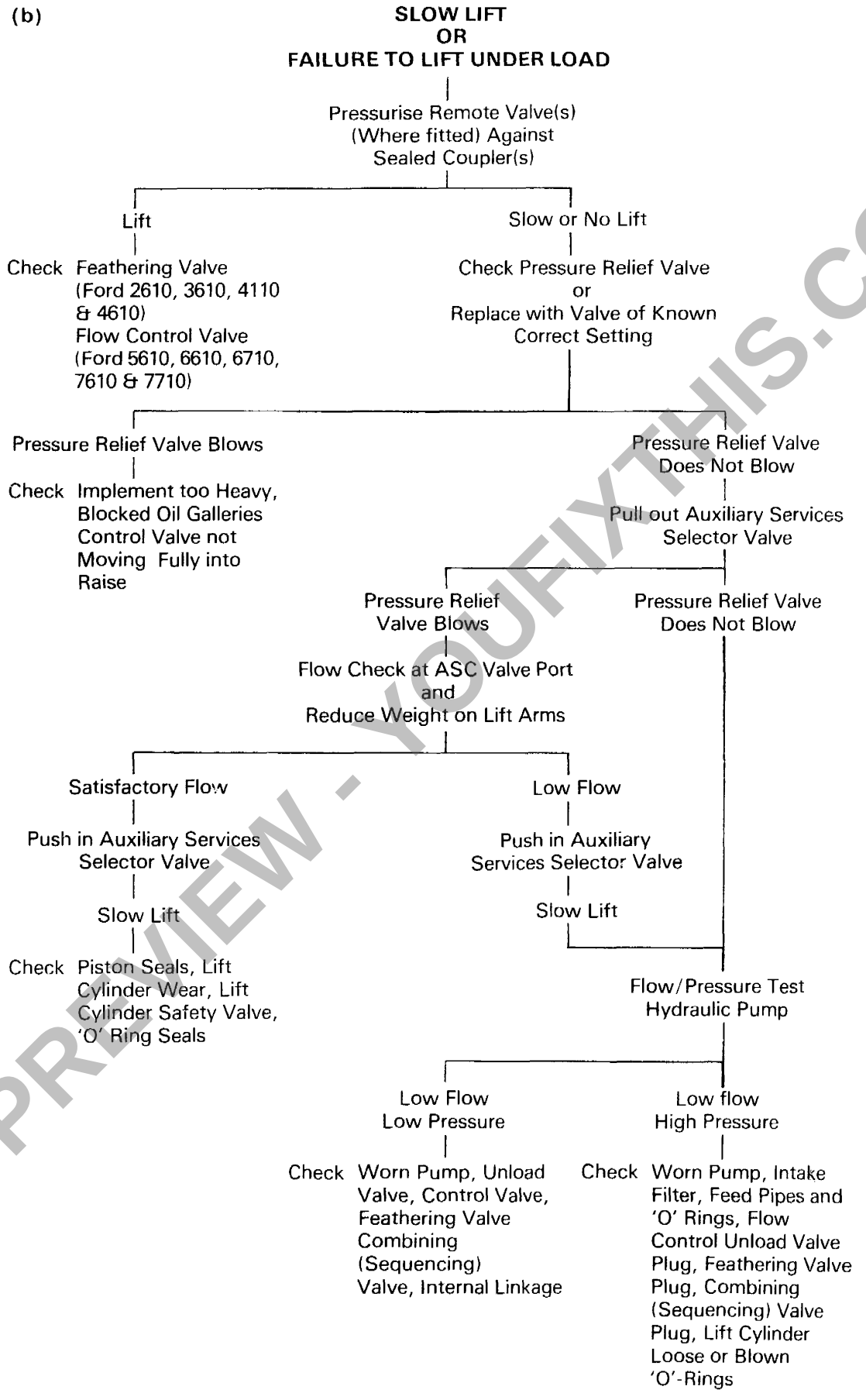
Figure 5
Removing the Adjustable Stop Eccentric

1 Eccentric
2 Torsion Spring
3 Snap Rings
4 Pivot Pin
5 Adjustable Stop Nut
6 Actuating Lever

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(b)



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8 Remove the four screws securing the cab main harness connector to the front panel within the cab

9 Remove the cover then compress the connector locating lugs and withdraw the connector, Figure 4

10 Unclip and separate the throttle connecting rod from the pedal linkage

11 Withdraw the five retaining screws and push the lower steering column shroud upwards to gain access to the steering column to motor coupling

12 Remove the four bolts retaining the steering motor support bracket to the front of the cab

13 Slacken the pinch bolt securing the steering column to the motor and carefully withdraw the motor assembly from the left-hand side of the tractor, Figure 5

DISASSEMBLY

Cleanliness in servicing the power steering system is imperative If it is necessary to disassemble any of the units, ensure a clean work bench or table is used

Clean off external dirt before the unit is placed on the work bench

When disassembled, parts should be cleaned only in clear-clean petroleum base solvent and blown dry with clean air Other solvents may cause deterioration of rubber seals Avoid wiping parts with cloth and never steam clean hydraulic steering assemblies

NOTE: *The spool and housing, the commutator and commutator ring and the rotor and stator are selectively fitted and must be serviced as follows*

- If the spool or housing must be replaced, replace the complete motor
- If the commutator or commutator ring must be replaced, replace both as a matched set
- If the rotor or stator must be replaced, replace the complete metering element
- If the pin in the end cover or the end cover must be replaced, replace the pin and end cover assembly

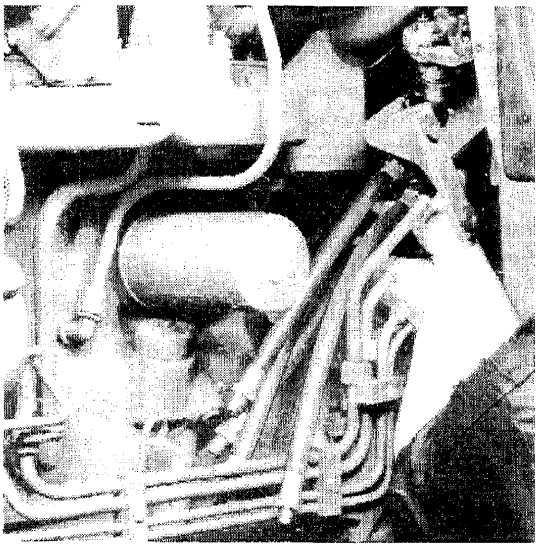


Figure 5
Steering Motor Removal

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PART 10
FRONT AXLE

Chapter 2
ROWCROP AXLE—FORD 4610

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B.	ADJUSTMENTS	3
C.	FRONT WHEEL SPINDLE OVERHAUL	6
D.	FRONT AXLE OVERHAUL	10

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A. DESCRIPTION

The front axle consists of an inverted 'U' section centre axle assembly mounted centrally to the engine front support. The method of mounting consists of two support pins on the same axis. The forward support pin is attached to the mid-point of the centre axle assembly and the rear support pin is attached to the rear extension of the centre axle, Figure 1. The rear axle support pin locates in a bushing in the front axle support. The front axle support pin bushing is incorporated into a bracket attached to the front axle support.

The method of mounting limits the axle assembly to a radial movement about the support pin axis. This obviates the necessity of radius rods to locate the axle. The radial movement of the axle assembly is limited by the front axle support.

Outer axle sections, consisting of an inverted 'U' section with a tube to accept the wheel spindle welded to the outer end, are installed into the open ends of the centre axle assembly. The centre axle assembly and the axle sections are machined to provide a series of holes that will allow the track of the axle to be varied in 4 in. (102 mm) steps between 52 in. (1320 mm) and 80 in. (2030 mm).

The outer end of the axle section accepts the front wheel spindle. The spindle is located in the axle section by bushings and at the lower end a thrust bearing is used to support the vertical thrust of the spindle on the axle section. The spindle acts as the king pin and hence the king pin inclination remains constant in relation to the axle assembly. The top of each wheel spindle is keyed to locate a spindle arm.

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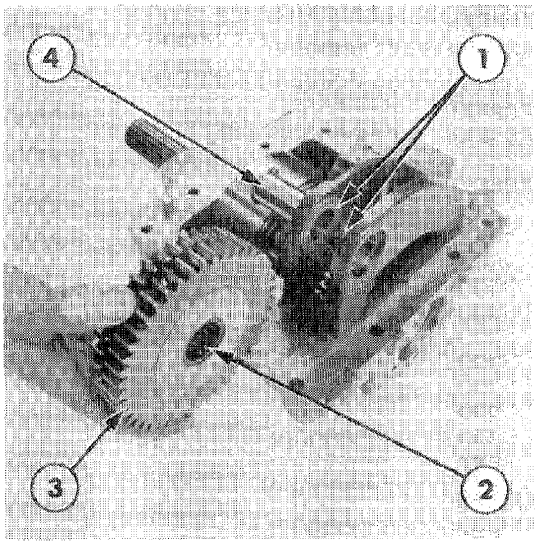


Figure 24
Idler Gear Components
1. Plastic Thrust Washers
2. Needle Bearings
3. Idler Gear
4. Idler Gear Shaft

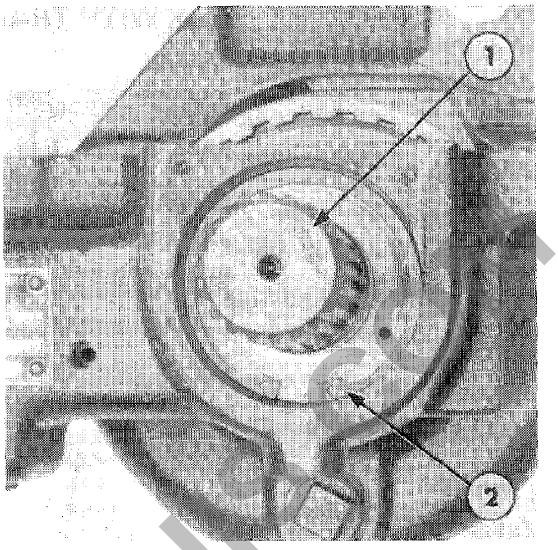


Figure 26
Output Shaft Retaining Circlip
1. Output Shaft
2. Retaining Circlip

2. Remove the dirt shield from the output shaft, Figure 25. The shield may need to be cut to permit removal.

3. Remove the oil seal from the output shaft bore. The oil seal, located behind the dirt shield, will be damaged on removal and must be replaced.

4. Remove the circlip from the output shaft bore, Figure 26.

5. Remove the bolts securing the end plate to the rear of the transfer box, Figure 27, and remove the plate. Identify the shim located behind the plate.

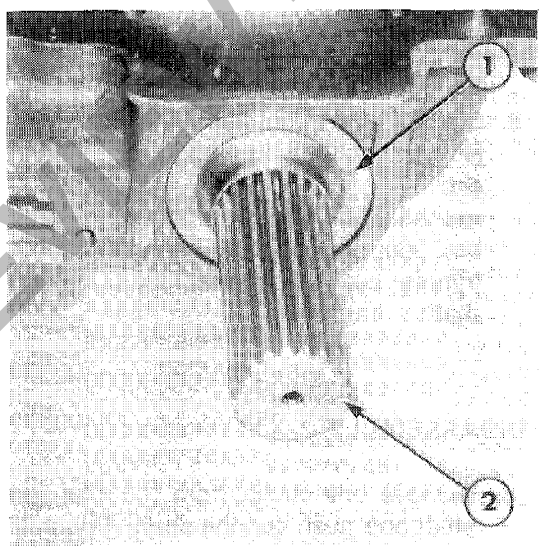


Figure 25
Output Shaft Dirt Shield
1. Dirt Shield
2. Output Shaft

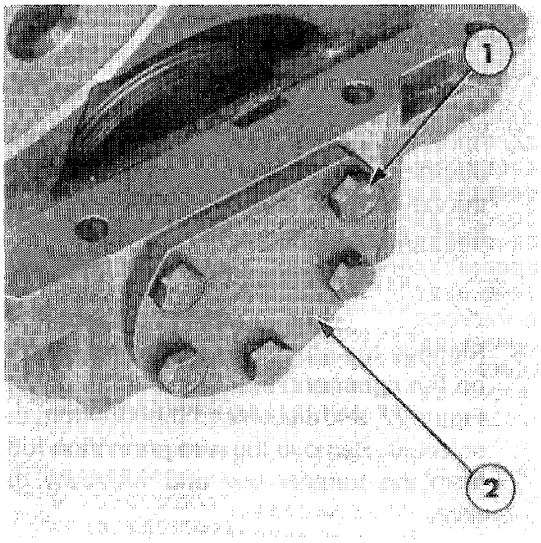


Figure 27
End Plate Installation
1. Securing Bolt
2. End Plate

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F. FRONT WHEEL DRIVE INTEGRAL STEERING CYLINDER – OVERHAUL

DISASSEMBLY

1. Position the tractor on a hard level surface and block the wheels.

2. Remove the steering hose from the left hand end of the cylinder.

3. Disconnect the steering track rod ball joints.

4. Remove the steering stops and cut away the locking tabs formed across the flats on the ends of the cylinder rod.

5. Gently heat the cylinder rod to loosen the loctite securing the cylinder rod to track rod ball joint and unscrew the ball joints on either end of the rod, Figure 46.

6. Remove the steering cylinder end cap securing bolts and slide the end cap from the cylinder rod. Collect and identify the shims located in the end cap, Figure 47.

7. Withdraw the cylinder rod, complete with piston assembly, from the cylinder.

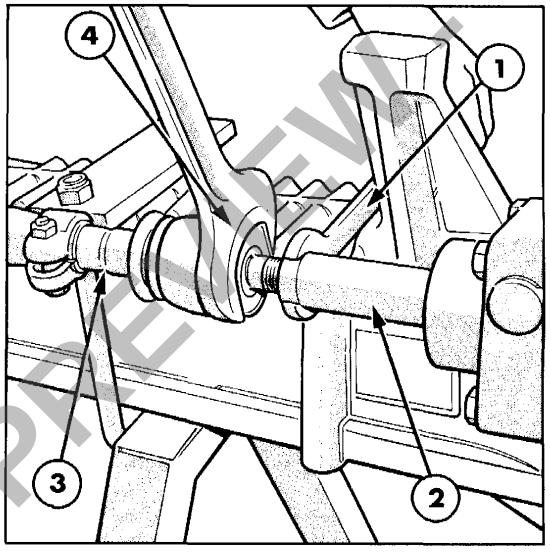


Figure 46
Disconnecting Steering Cylinder Rod

1. Spanner
2. Cylinder Rod
3. Track Rod
4. Spanner

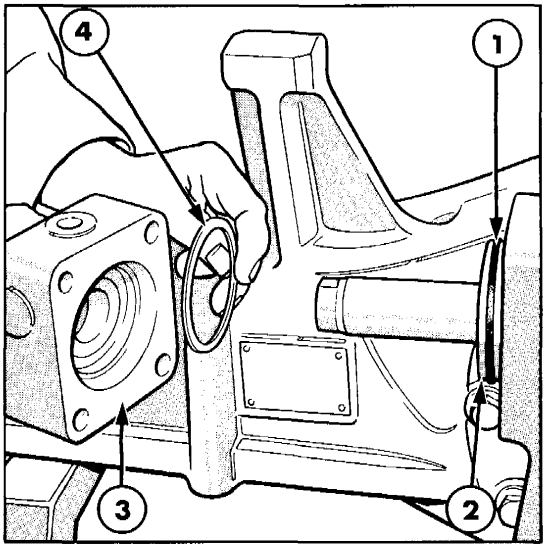


Figure 47
Steering Cylinder End Cap Installation

1. 'O' Ring Seal
2. Steering Cylinder Sleeve
3. End Cap
4. Shim

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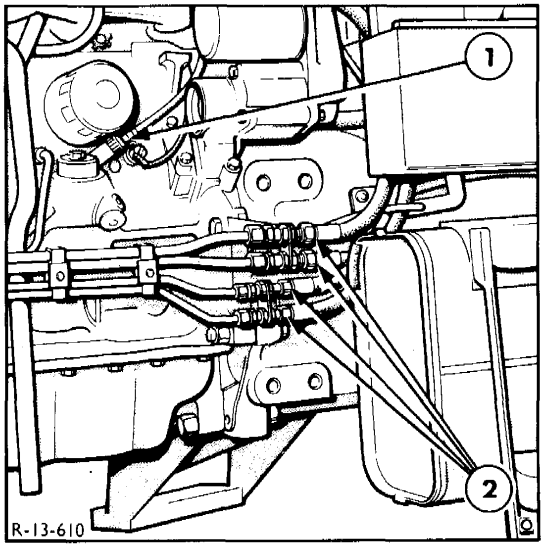


Figure 3
Hydrostatic Steering Tubes

1. Proofmeter Cable (Ford 7710)
2. Hydrostatic Steering Hoses

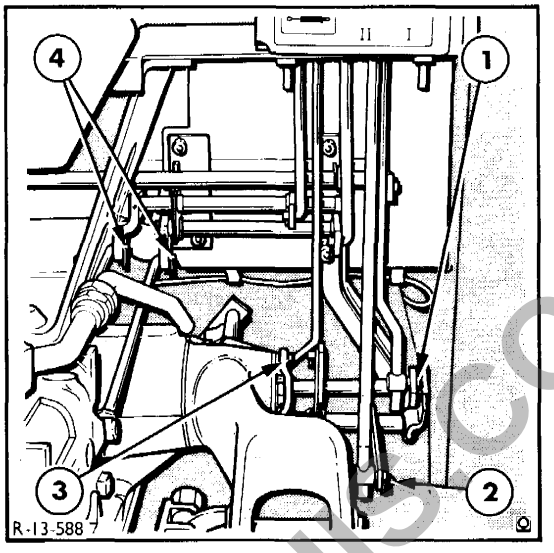


Figure 4
Hydraulic Linkage

1. Lift Control Lever Actuating Rod Split Pin
2. System Selector Actuating Rod Split Pin
3. Auxiliary Service Control Acuating Rod
4. Remote Valve Lever Actuating Rods

5. Unclip the throttle cable from the fuel injection pump throttle lever. Remove the throttle cable support bracket from the side of the engine and allow the cable to hang freely from the front of the platform.

6. Disconnect the main wiring harness, the two auxiliary harnesses and the safety switch harness located beneath the steering motor.

7. Ford 8210:

   Disconnect the proofmeter drive cable from the fuel injection pump and allow to hang freely in front of the platform.

8. Identify and disconnect the four hydrostatic steering flexible pipes, Figure 3, from the rigid pipes and cap or plug the outlets.

9. Ford 7710:

   Disconnect the proofmeter drive cable from the proofmeter drive shaft assembly and allow to hang freely in front of the platform.

10. Withdraw the retaining bolts and remove the rear shroud panels.

11. Disconnect the clutch actuating rod from the cross-shaft lever by removing the split pin and withdrawing the clevis pin.

12. Disconnect the remote valve, hydraulic lift control, system selector and Auxiliary Service Control Valve levers, Figure 4, by removing the split pins at the lower ends of the actuating rods.

13. Disconnect the P.T.O. lever by removing the split pin at the upper end of the actuating rod.

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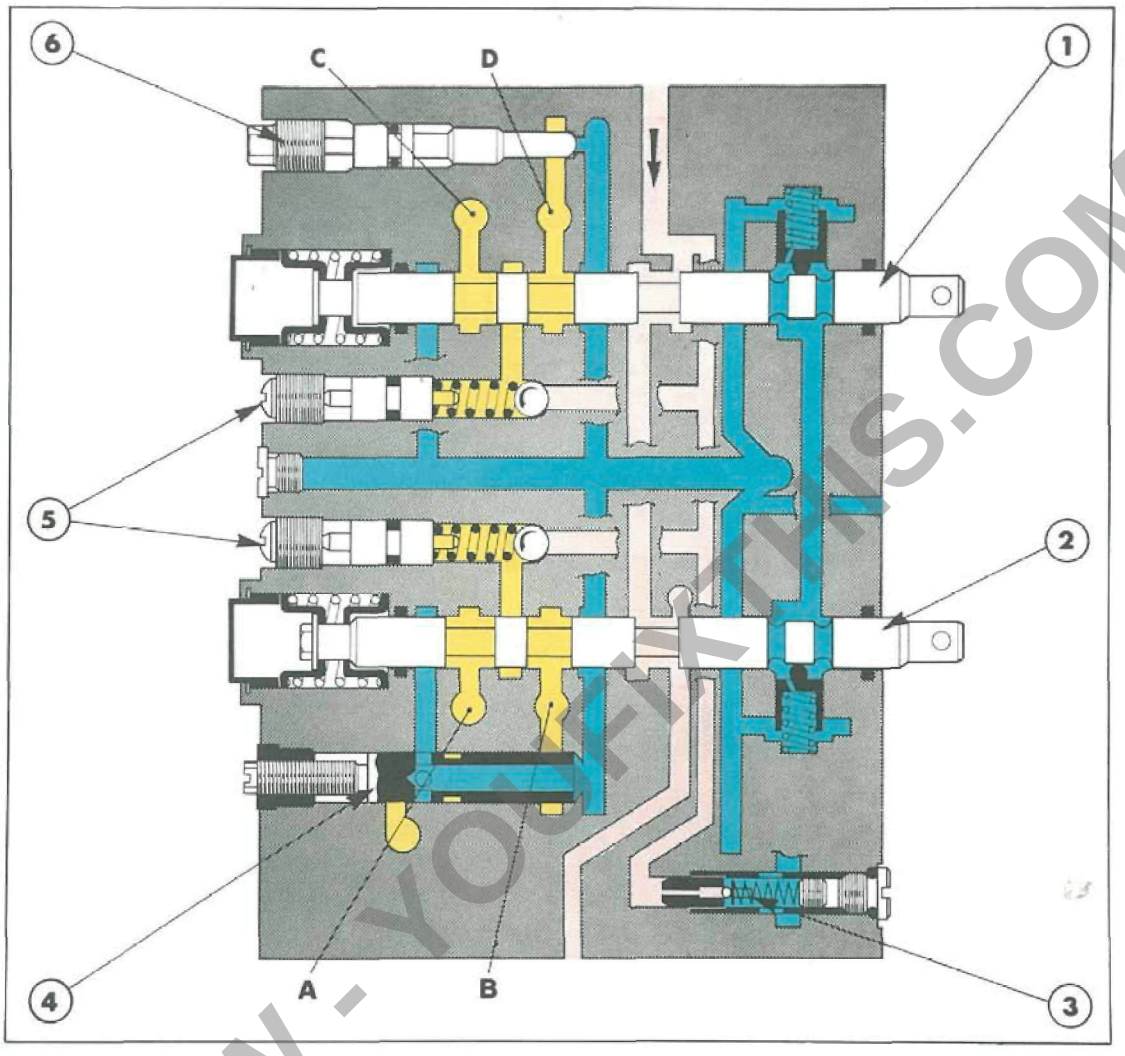


Figure 6
Double Spool Control Valve—Both Spools in Neutral Position

Pressurised Oil
Trapped Oil
Return Oil

1. Right Hand Spool
2. Left Hand Spool
3. Detent Regulating Valve
4. 'Quick Drop' Valve
5. Check Valves
6. Float Valve

For normal operation of double acting cylinders the float valve must be screwed in.

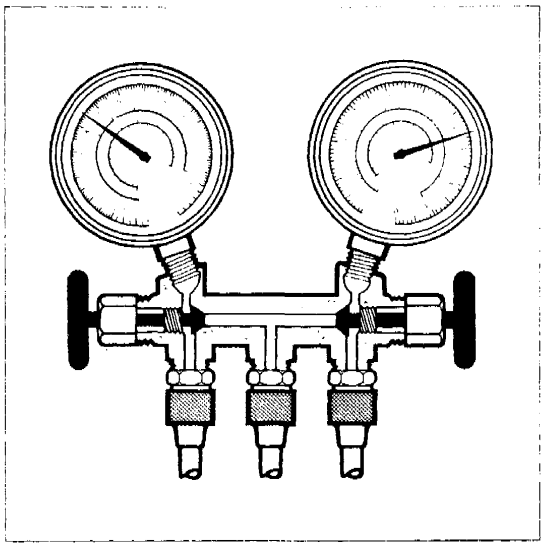
Opening the float valve and placing the control spool in the lower position connects both lift port 'C' and drop port 'D' to the return circuit, Figure 7. The piston of the double acting cylinder can move freely and transfer oil from one end of the cylinder to the other.

The oil flow from the pump passes across the drop port 'D' to the return circuit. Screwing the float valve in, restricts the oil flow around the end of the float valve and pressurises the oil at drop port 'D'.
This action causes implement down pressure which can be increased by screwing the float valve in further to cause a greater restriction to the pump flow.

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5. INSUFFICIENT OR NO COOLING ENGINE OVERHEATS IN SOME CASES

LOW SIDE HIGH — HIGH SIDE HIGH



Condition

1. Low side pressure reading too high. Should read 15–30 lbf/in^2 (1.03–2.07 bar).
2. High side pressure reading too high. Should read 185–205 lbf/in^2 (12.75–14.12 bar).
3. Bubbles in sight glass occasionally.
4. Liquid line hot.
5. Evaporator air warm.

Diagnosis

Lack of cooling caused by too high pressure on high side resulting from improper operation of condenser. (Refrigerant charge may be normal or excessive).

Correction

1. Check belt tension. Loose or worn drive belt could cause excessive pressures in the compressor head.
2. Look for clogged passages between the fins and coil of the condenser, or other obstructions that could reduce the air flow through the condenser.
3. If engine overheating is a sympton check the radiator fan and pressure cap for proper operation. (At this point, operate the system and check it's performance; if still unsatisfactory, proceed as follows.)
4. Check for overcharge of refrigerant and correct as follows:
   (a) Discharge refrigerant until bubbles appear in sight glass and both gauge readings drop below normal.
   (b) Add new refrigerant until bubbles disappear and gauge readings are normal. Then, add (4–8 oz) (100–200 gms) refrigerant. (Operate the system and recheck the performance; if the gauge readings are still too high, proceed as follows).
5. Discharge the system.
6. Remove the condenser, and clear and flush it to ensure a free flow o refrigerant, or, if the condenser ap pears to be unduly dirty or plugged renew it.
7. Renew the dehydrator and receiver.
8. Evacuate and recharge the system.
9. Performance test the system.

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