ELECTRICAL WIRING DIAGRAMS

300. Refer to Fig. 409 through Fig. 460 on the following pages for tractor wiring diagrams. The following wire color code applies to all diagrams:

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

Refer to the following index for wiring diagram location.

Fig. No.	Wiring Diagram Description
409	Electronic draft control with variable displacement load sensing hydraulic pump.
410	Electronic draft control with fixed displacement hydraulic pump.
411	Wiring harness locations.
412	Extension harness connections for SLE models.
413A	Main harness without cab.
413B	Main harness with cab.
414-420	Main rear harness for SLE models with cab and EEC IV (equipment electronic control.
421	Main rear harness interconnections for SLE models with cab and EEC IV.
422-426	Main rear harness for SLE models with cab and AEIC (analog & electronic instrument cluster).
427	Main rear harness interconnections for SLE models with cab and AEIC.
428-432	Main rear harness for SLE models without cab, but with EIC (electronic instrument cluster).
433	Main rear harness interconnections for SLE models without cab, but with EIC.
434-436	Main rear harness for SLE models without cab, but with AEIC (analog & electronic instrument cluster).
437	Main rear harness interconnections for SLE models without cab, but with AEIC.
438-442	Main rear harness for S models.
443	Main rear harness interconnections for S models.
444-445	Extension harness for SL & SLE models with cab, EEC IV (equipment electronic control) and EDC (electronic draft control).
446	Extension harness interconnections for SL & SLE models with cab, EEC IV and EDC.
447-448	Extension harness for SL & SLE models with cab, EIC, AEIC, EDC, EEC IV and 16 × 16 transmission.
449	Extension harness interconnections for SL & SLE models with cab, EIC, AEIC, EEC IV and 16 × 16 transmission.
450-451	Extension harness for SL & SLE models without cab or EEC IV, but with EIC and 12 × 12 transmission.
452-453	Extension harness for SL & SLE models without cab, but with EIC, AEIC, EDC, EEC IV and 16 × 16 transmission.
454-455	Extension harness for SL & SLE models without cab, but with tandem pump and 12 × 12 transmission.
456	Climate control harness for SL & SLE models with cab.
457	System diagram for 12 × 12 Dual Power and EDC (electronic draft control).
458	Engine wiring harness for all models.
459	Drawing of main harness and engine harness for SLE models.
460	Electronic draft control and transmission control harness.

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CLOSED CENTER LOAD SENSING HYDRAULIC SYSTEM (Variable Displacement Piston Pump)

OPERATION

Models So Equipped

241. The hydraulic pump assembly consists of a variable displacement piston type pump (9—Fig. 333) and two fixed displacement gear type pumps. Gear pump (1) supplies oil for operation of hydrostatic steering, transmission and pto lubrication circuits. Gear pump (7) supplies charge oil at a pressure of 160-345 kPa (23-50 psi) to the variable displacement piston type pump. The piston pump supplies oil for hydraulic lift assembly, remote control valves and the regulated pressure circuit for power take-off, differential lock and four-wheel drive clutch.

The output of variable displacement piston pump with closed center load sensing is controlled by a flow compensating valve (23). The valve controls the angle of the pump swash plate, which limits the stroke of each piston, to increase or decrease oil flow as needed to meet the demands of the hydraulic system. When hydraulic circuits are not being operated, pump pressure in gallery (D) moves the flow compensating valve spool against the spring allowing oil flow from gallery (D) to gallery (C). The pressure rise in gallery (C) actuates the swash plate servo piston (10), decreasing

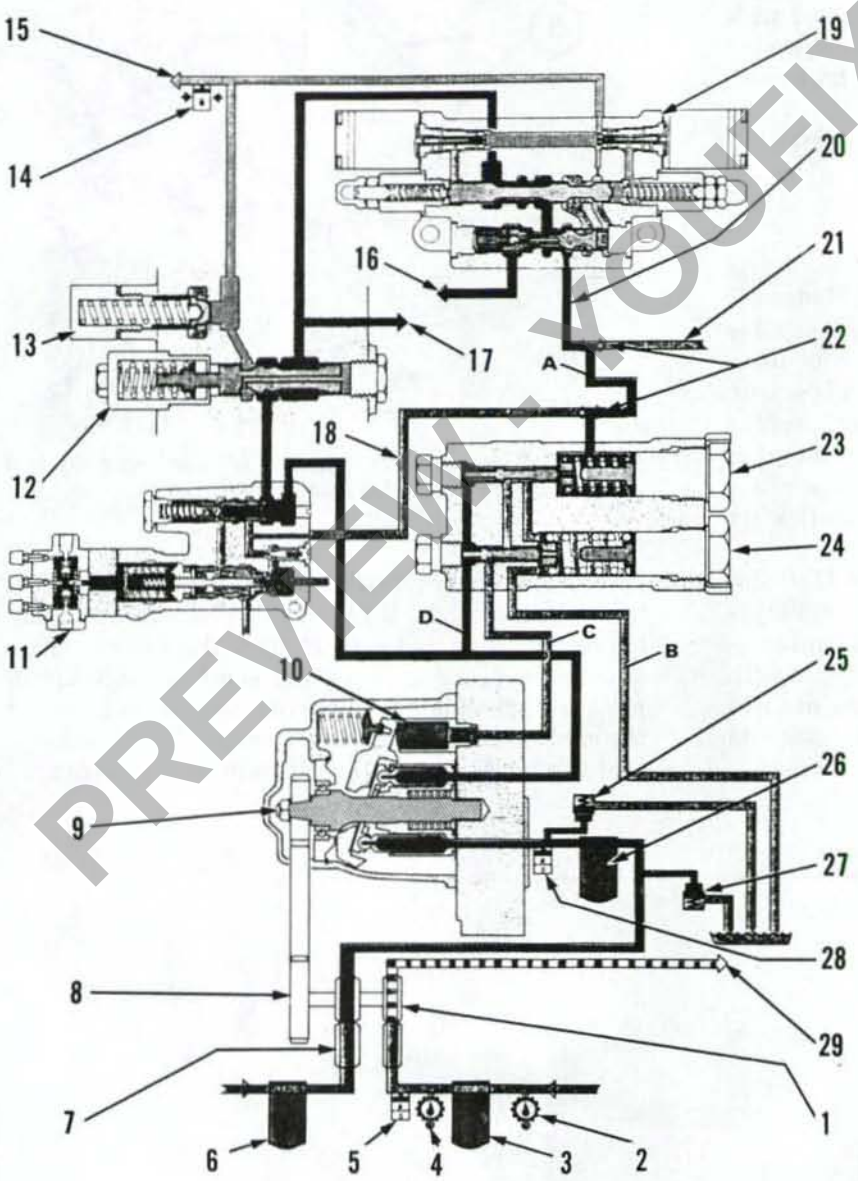

Fig. 333—Hydraulic circuit schematic for tractors with variable displacement piston pump and electronic draft control.

1. Steering pump
2. High oil temperature switch
3. Steering pump inlet filter
4. Steering filter low temperature switch
5. Steering filter vacuum switch
6. Charge pump inlet filter
7. Charge pump
8. Pump drive gear
9. Variable displacement piston pump
10. Swashplate servo cylinder
11. Trailer brake valve (if fitted)
12. Pressure regulating valve
13. Low pressure circuit safety valve
14. Transmission low oil pressure switch
15. Oil supply to low pressure circuit
16. Oil supply to hydraulic lift cylinder
17. Oil supply to remote valves
18. Load sensing line from trailer brake valve
19. Electronic draft control valve
20. Load sensing line from draft control valve
21. Load sensing line from remote valves
22. Shuttle valves
23. Flow compensating valve
24. Pressure compensating valve
25. Charge pressure by-pass valve
26. Charge pressure filter
27. Charge pressure filter dump valve
28. Low charge pressure switch
29. Oil supply to power steering

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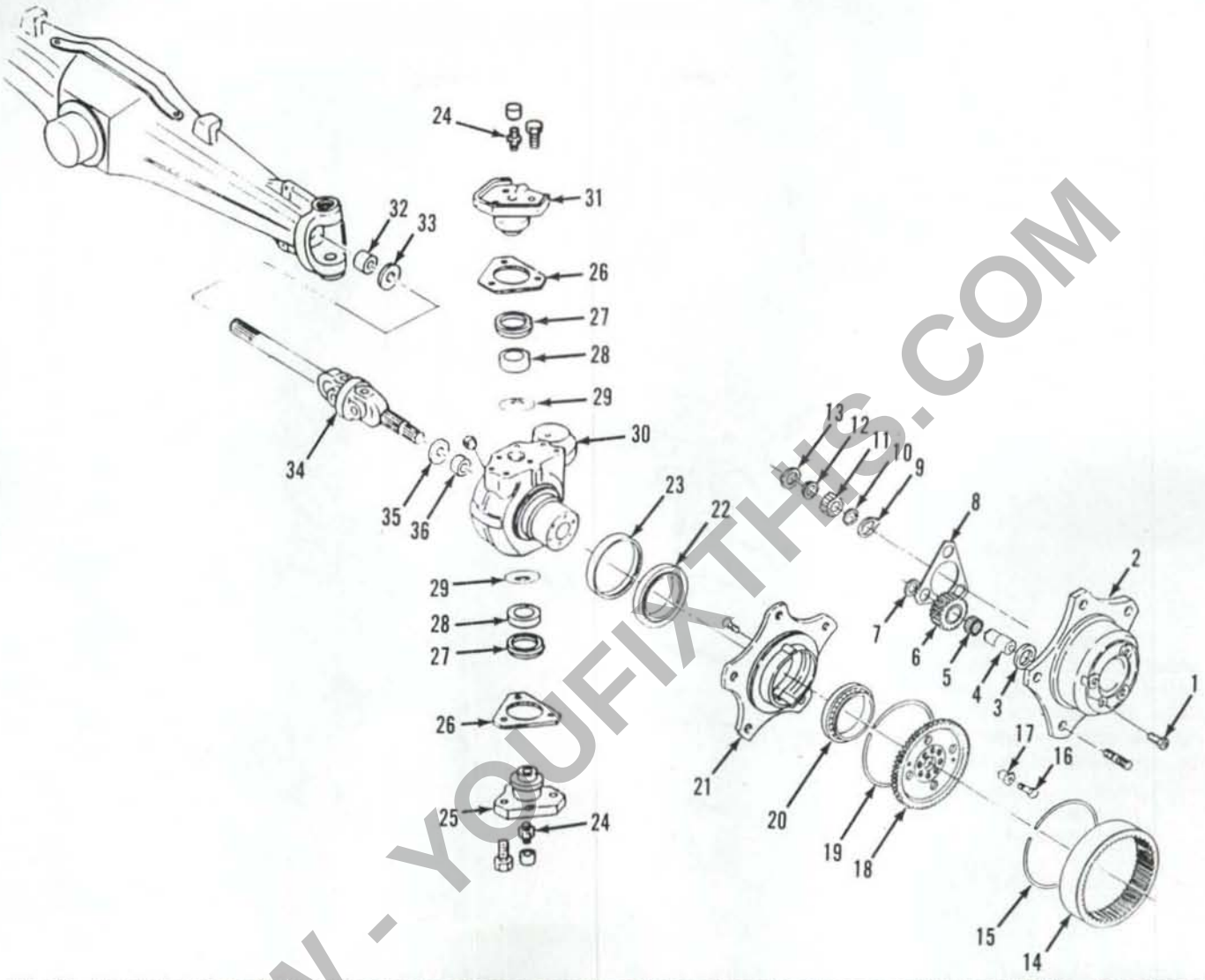

Fig. 12—Exploded view of front-wheel drive steering knuckle and standard planetary assembly. Refer to Fig. 13 for heavy duty planetary assembly. Axles will not be equipped with both shims (26) and Belleville washers (29). Early axles use shims (26) to adjust vertical play of steering knuckle and later models use Belleville washers (29).

1. Magnetic drain plug
2. Planet carrier
3. Thrust washer
4. Planet shaft
5. Needle rollers (30/gear)
6. Planet gear
7. Snap ring
8. Planet carrier plate
9. Thrust pad
10. Snap ring
11. Sun gear
12. Spacer
13. Thrust washer
14. Ring gear
15. "O" ring
16. Screws (M10 × 30)
17. Bushing
18. Ring gear carrier
19. Retaining ring
20. Bearing
21. Hub
22. Bearing
23. Oil seal
24. Grease fitting
25. Lower retainer
26. Shims (0.10, 0.19, 0.35 mm)
27. Seal
28. Bearing
29. Belleville washer
30. Steering knuckle
31. Upper retainer
32. Bushing
33. Seal
34. Axle shaft assy.
35. Seal
36. Bushing

Before removing the ring gear (14), mark relative position of ring gear (14) and steering knuckle housing (30) to facilitate installation in same location. Remove snap ring (10) from drive shaft sun gear. Unscrew retaining screws (16), then use four of the removed screws as jackscrews in threaded holes of the ring gear carrier (18) to push carrier (18) and ring gear (14) from hub (21).

Bump hub (21) from steering knuckle (30). Remove cups for bearings (20 and 22) and seal (23) from hub. If necessary, remove inner bearing cone from knuckle housing.

Clean and inspect all parts for excessive wear or other damage and renew as necessary.

When reassembling, drive cups for bearings (20 and 22) and oil seal (23) into hub (21). If removed, install cone for inner bearing (22) on knuckle housing (30). Install hub (21) and cone for outer bearing (20) onto knuckle housing. Assemble ring gear (14) to carrier (18) and secure with retaining ring (19). Install ring gear (14) and gear carrier (18) and tighten

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CONDENSED SERVICE DATA (Cont.)

	5640	6640	7740	7840	8240	8340
CLEARANCES						
Main Bearing, Diametral Clearance	0.055-0.117 mm (0.0021-0.0046 in.)					
Rod Bearing, Diametral Clearance	0.035-0.094 mm (0.0014-0.0037 in.)					
Camshaft Bearing, Diametral Clearance	0.025-0.076 mm (0.001-0.003 in.)					
Crankshaft End Play	0.10-0.20 mm (0.004-0.008 in.)					
CAPACITIES						
Cooling System	16 L (16.9 U.S. qt.)				21.5 L (22.7 U.S. qt.)	
Crankcase — With Filter	11.4 L (12.1 U.S. qt.)				20.9 L (22.1 U.S. qt.)	
Fuel tank	94.6 L Std. (25.0 U.S. gal.)				217.7 L Std. (57.5 U.S. gal.)	
Transmission/Hydraulic — 8 x 2 and 16 x 4 540 Pto	62 L (65.5 U.S. qt.)				....	
540/1000 Pto	66 L (69.7 U.S. qt.)				....	
12 × 12	56.8 L (15.0 U.S. gal.)				....	
16 × 16	60.6 L (16.0 U.S. gal.)					
Front Drive Axle	6.2 L (6.6 U.S. qt.)				8.0 L (8.5 U.S. qt.)	
Front Drive Hub (each)	3.0 L (3.2 U.S. qt.)				2.6 L (2.7 U.S. qt.)	
TIGHTENING TORQUES						
Cylinder Head	217 N•m (160 ft.-lbs.)					
Connecting Rod	149 N•m (110 ft.-lbs.)					
Main Bearings	197 N•m (145 ft.-lbs.)					
Intake Manifold	35 N•m (28 ft.-lbs.)					
Exhaust Manifold	38 N•m (28 ft.-lbs.)					
Flywheel	197 N•m (145 ft.-lbs.)					
Crankshaft Pulley	224 N•m (165 ft.-lbs.)					
Oil Pan	38 N•m (28 ft.-lbs.)					
Camshaft Idler Gear	237 N•m (175 ft.-lbs.)					
Camshaft Gear	69 N•m (51 ft.lbs.)					
Fuel Injectors	23 N•m (17 ft.-lbs.)					
Water Pump	65 N•m (50 ft.-lbs.)					

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Error Code	Fault Condition for 12 × 12 Dual Power Transmission	Priority	Disable Trans	Display Mode
E21	Chassis harness disconnected	1	Disable	Latched
E34	Fuse 13 blown	2	Disable	Latched
E36	12 × 12 Dump solenoid open circuit	3	Disable	Latched
E35	12 × 12 Dump solenoid closed circuit	4	Disable	Latched
E53	5 Volt Reference failed, shorted to 12 volts	5	Disable	Latched
E54	5 Volt Reference failed, shorted to ground	6	Disable	Latched
E12	12 × 12 Clutch pedal potentiometer signal too high	7	Disable	Latched
E11	12 × 12 Clutch pedal potentiometer signal too low	8	Disable	Latched
E37	12 × 12 Clutch disconnect switch open circuit	9	Disable	Latched
CP	Depress clutch pedal to enable transmission	10	Disable	Latched
E39	12 × 12 C2 (High) clutch solenoid open circuit	11	Disable	Latched
E38	12 × 12 C2 (High) clutch solenoid short circuit	12	Disable	Latched
E41	12 × 12 C1 (Low) clutch solenoid open circuit	13	Disable	Latched
E40	12 × 12 C1 (Low) clutch solenoid short circuit	14	Disable	Latched
E46	12 × 12 Fuse 12 blown	15	Enabled	Latched
E47	12 × 12 Clutch disconnect switch misadjusted high	16	Enabled	Latched
E48	12 × 12 Clutch disconnect switch short circuit misadjusted	17	Enabled	Latched
E51	Transmission temperature sensor open circuit	18	Enabled	Latched
E52	Transmission temperature sensor short circuit	19	Enabled	Latched
E24	Both clutches not calibrated	20	Enabled	Latched
E Hi	C2 (Hi) clutch not calibrated	21	Enabled	Latched
E Lo	C1 (Lo) clutch not calibrated	22	Enabled	Latched
E13	Up and down switches both on	23	Enabled	Temp
E49	Wheel speed sensor circuit open or short circuit	24	Enabled	Temp
E26	Engine rev/min speed too high	25	Enabled	Temp
E27	Engine rev/min speed too low	26	Enabled	Temp

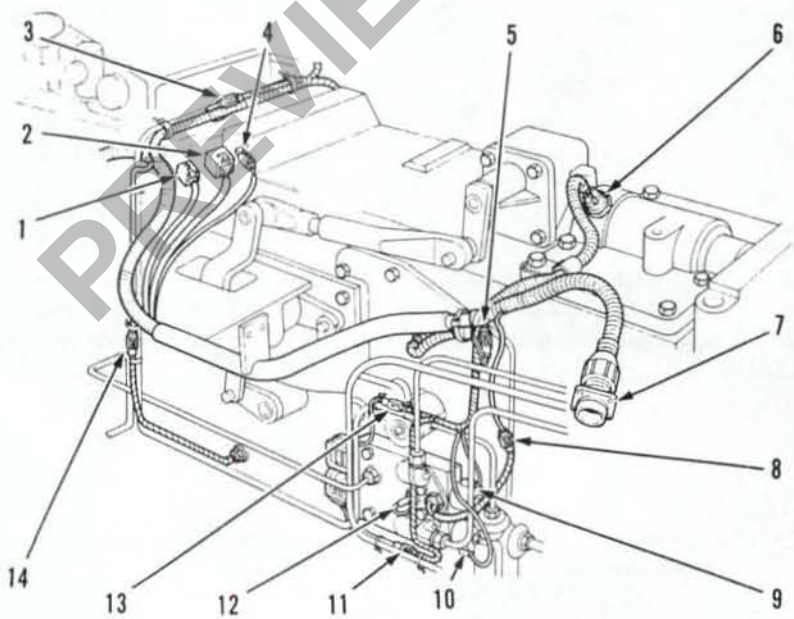

Fig. 187—Drawing of 12 × 12 Dual Power transmission extension harness connector locations.

1. T1 connector
2. T2 connector
3. Speed sensor connector
4. T3 connector
5. Gear status 3/4 switch connector
6. Forward/neutral safety start switch
7. C1 connector
8. Gear status 1/2 switch connector
9. PWM 1 solenoid connector
10. PWM 2 solenoid connector
11. Four-wheel drive solenoid connector
12. Transmission oil temperature sender
13. Dump solenoid connector
14. Hi/medium status switch connector

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FRONT AXLE SYSTEM (TWO-WHEEL DRIVE)

FRONT AXLE ASSEMBLY AND STEERING LINKAGE

Two-Wheel Drive Models

1. WHEELS AND BEARINGS. To remove front wheel hub and bearings, first raise and support the front axle extension, then unbolt and remove the tire and wheel assembly. Remove the cap (1—Fig. 1), cotter pin (3), slotted nut (2), washer (4) and outer bearing cone (5). Slide the hub assembly (6) from spindle axle shaft (10). Remove grease retainer (8) and inner bearing cone (7). Hub is slotted to facilitate removal of bearing cups.

Pack wheel bearings liberally with Ford M1C137-A, M1C75-B or equivalent grease. Reassemble by reversing disassembly procedure. Grease retainer (8) and inner bearing cone (7) should be positioned on spindle, then install wheel hub (6). Tighten slotted nut (2) to a torque of 27-40 N•m (20-30 ft.-lbs.), then rotate hub several turns. Tighten nut (2) to 61-74 N•m (45-50 ft.-lbs.), then back nut off less than one flat and install cotter pin (3). Be sure to install cap (1) securely.

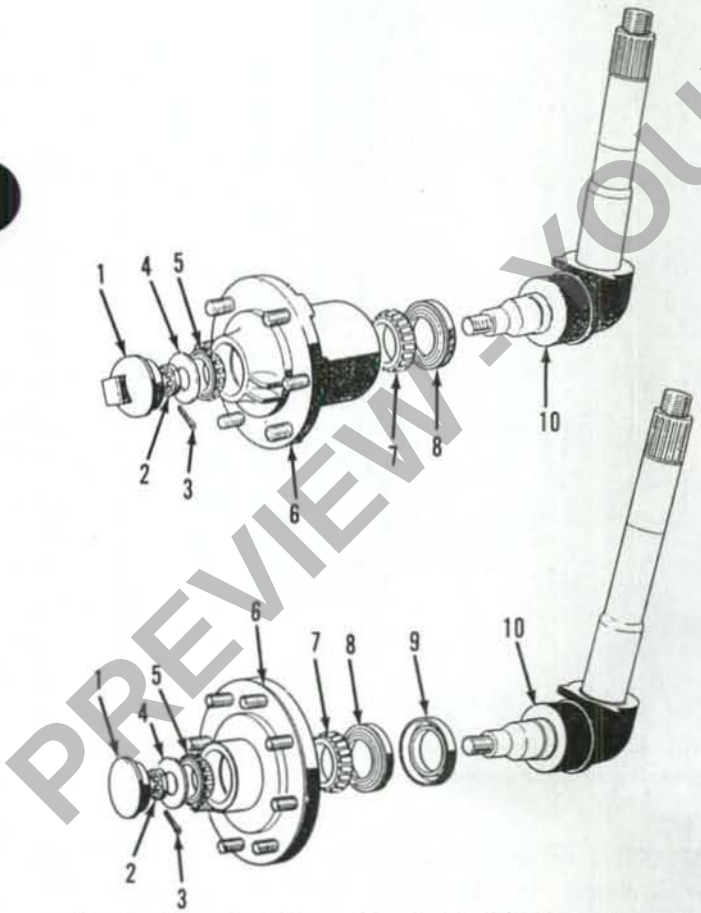

Fig. 1—Exploded view of front wheel hub used on two wheel drive models. Mud shield (9) is used only on 8240 and 8340 models.

1. Cap
2. Slotted nut
3. Cotter pin
4. Washer
5. Outer bearing cone
6. Hub
7. Inner bearing cone
8. Grease retainer
9. Mud shield
10. Spindle

2. TIE ROD, TOE-OUT AND TREAD ADJUSTMENT. All models are equipped with one tie rod extending between left and right steering arms. The hydrostatic steering cylinder (19—Fig. 2) is attached between the front axle and the center of the tie rod. Left end (18) of tie rod and both ends of steering cylinder are automotive type and should be renewed if wear is excessive. The procedure for removing and installing the ends is self evident. Automotive end of right tie rod is renewable only as an assembly with the right tie rod.

All two-wheel drive models are equipped with adjustable tread axle. Tie rod is equipped with locating screws (15) for quick adjustment of tie rod length when changing tread width. To adjust tread width, raise and support front axle. Remove tie rod locating screws (15) and clamp screws (9) from axle extensions (5 and 12), then slide axle extensions in or out of axle center member (8). Tighten the track adjusting clamp screws (9) which attach axle extensions inside the axle center section to 400 N•m (300 ft.-lbs.) torque. Tighten tie rod locating screws (15) to 150 N•m (110 ft.-lbs.) torque and locknuts to 75 N•m (55 ft.-lbs.) torque. After resetting axle tread width, check and adjust front wheel toe-out as described below.

Recommended front wheel toe-out is 0-13 mm (0-½ in.) for two-wheel drive models. To check toe-out, turn steering wheel so that front wheels are in straight ahead position. Measure distance (A—Fig. 3) between wheel rims on centerline of axle, parallel to ground. Rotate wheels ½ turn, then measure between wheels at front of wheels in position (B). Dimension (A) should be 0-13 mm (0-½ in.) smaller than dimension (B). To adjust toe-out, remove locating bolt (15—Fig. 2) from left end of tie rod tube (16). Loosen clamp bolt in left tie rod end (18). Turn threaded section of tie rod (17) in or out to obtain desired toe-out. Tighten tie rod locating bolt to 150 N•m (110 ft.-lbs) torque and clamp bolt to 75 N•m (55 ft-lbs.) torque.

3. SPINDLES, AXLE EXTENSIONS AND BUSHINGS. To remove spindle (1—Fig. 2), first remove the wheel and hub, then disconnect tie rod end from steering arm (7 or 13). Check threaded end

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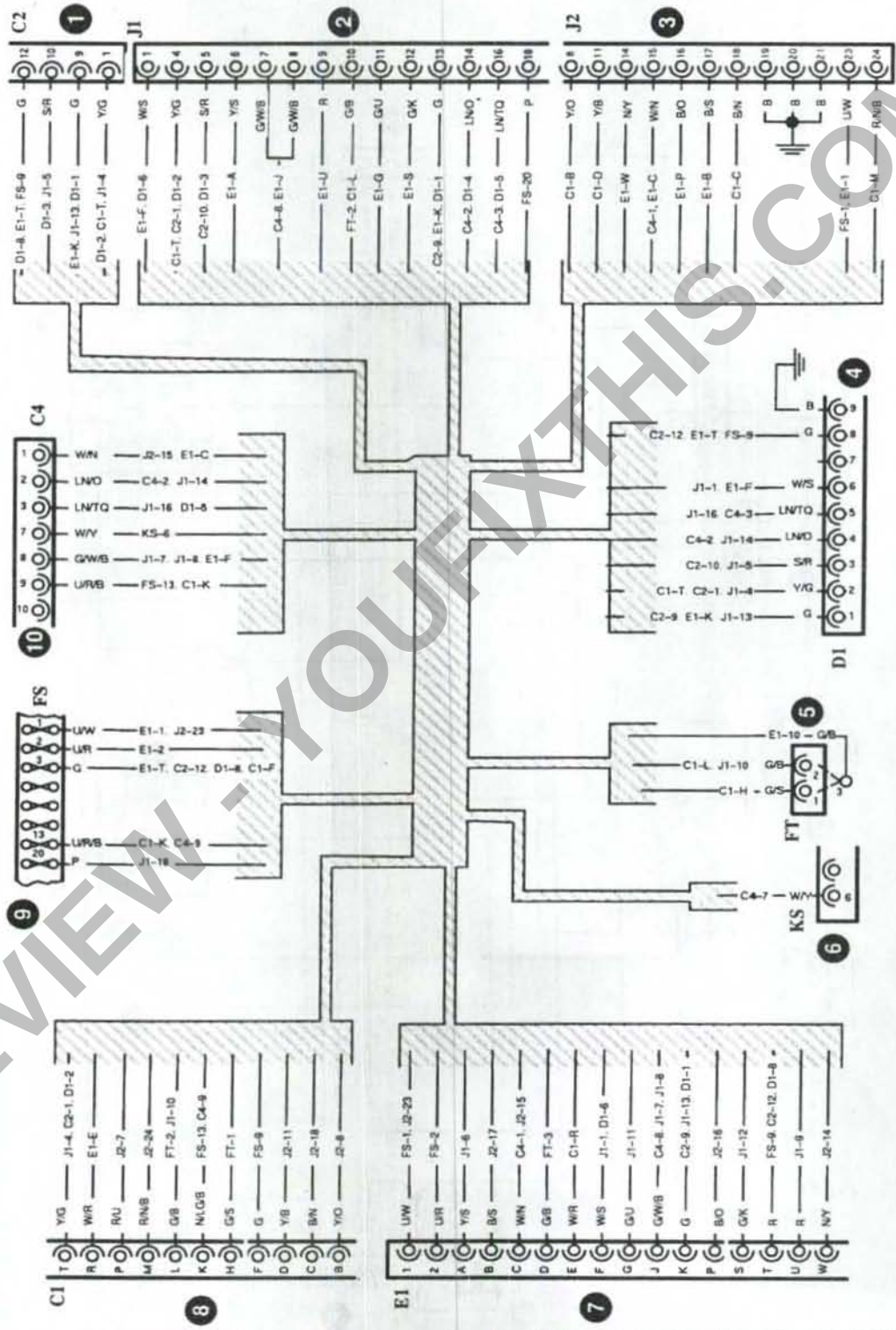

Fig. 421—Diagram of main rear wiring harness interconnections for SLE models with cab and EEC IV (equipment electronic control) showing connections. Refer to paragraph 300 for wire color code and to Fig. 414 through Fig. 420 for specific routing.

1. Transmission/EDC connector (C2)
2. Instrument connector (J1)
3. Instrument connector (J2)
4. Diagnostic plug (D1)
5. Fuel tank connector (FT)
6. Keystart switch (KS)
7. Front main harness connector (E1)
8. Extension harness connector (C1)
9. Fuse panel (FS)
10. Transmission/EDC connector (C4)

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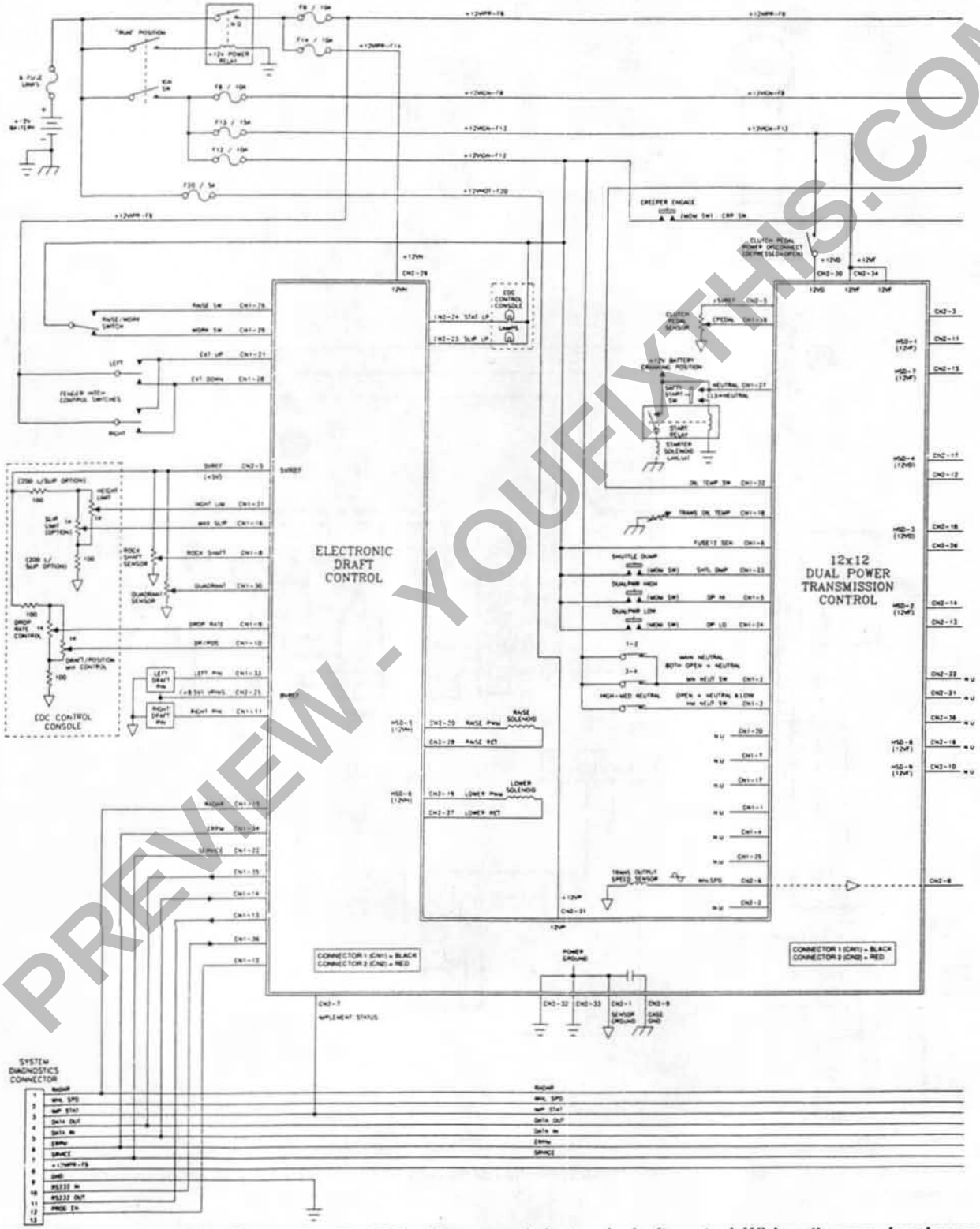

Fig. 457—Electronic system diagram for 12× 12 Dual Power and electronic draft control. Wiring diagram drawing continues on page 277.

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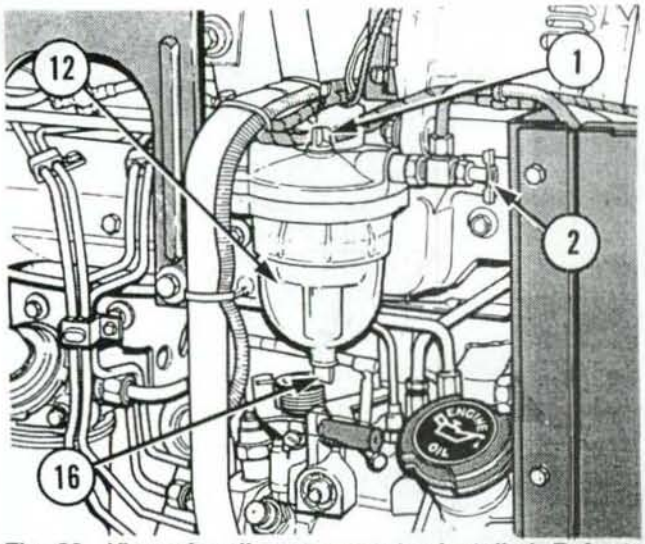

Fig. 80—View of sediment separator installed. Refer to text for service.

1. Bleed screw
2. Fuel shut-off valve
12. Bowl
16. Drain plug

below tank, if fitted. Disconnect fuel lines from tank and be prepared to catch some remaining fuel. Loosen straps retaining fuel tank, then remove tank from supports.

Reinstall auxiliary fuel tank by reversing removal procedure. Tighten tank drain to 7 N·m (5 ft.-lbs.) torque. Bleed fuel system at filter as outlined in paragraph 71.

TROUBLESHOOTING

All Models

69. If the engine will not start, or does not run properly after starting, refer to the following paragraphs for possible causes of trouble.

FUEL NOT REACHING INJECTION PUMP. If fuel will not run from the supply line when disconnected from the pump, check the following:

Be sure the supply valve is open.
Check the fuel filters for being clogged (include the filter screen at the fuel supply valve).
Bleed the fuel filters as outlined in paragraph 71.
Check lines and connectors for damage.

FUEL REACHING NOZZLES BUT ENGINE WILL NOT START. Fuel should flow from injection lines when loosened and engine is cranked with the starter. If fuel reaches the nozzles, but engine will not start, check the following:

Check the cranking speed. If too slow, engine may not start.
Check throttle control rod adjustment as in paragraph 85.
Check pump timing as outlined in paragraph 83.
Check for faulty nozzles.
Check engine compression.

ENGINE HARD TO START. If the engine is hard to start, check the following:

Check the cranking speed. If too slow, engine may not start.
Bleed the fuel filters as outlined in paragraph 71.
Check the fuel filters for being clogged (include the filter screen at the fuel supply valve).
Check for water in fuel or improper fuel.
Check for air leaks at suction side of transfer pump.
Check engine compression.

ENGINE STARTS, THEN STOPS. If the engine will start, but then stops, check the following:

Check the fuel filters for being clogged or restricted.
Check for water in the fuel.
Check for restrictions in the air intake.
Check engine for overheating.
Check for air leaks at suction side of transfer pump.

ENGINE SURGES, MISFIRES OR POOR GOVERNOR REGULATION. Make the following checks:

Bleed the fuel filters as outlined in paragraph 71.
Check for clogged or restricted fuel lines or clogged fuel filters.
Check for water in the fuel.
Check pump timing as outlined in paragraph 83.
Check injector lines and connections for leakage.
Check for faulty or sticking injector nozzles.
Check for faulty, leaking or sticking engine valves.

LOSS OF POWER. If the engine does not develop full power or speed, check the following:

Check throttle control rod adjustment as in paragraph 85.
Check maximum no-load speed adjustment as in paragraph 84.
Check for clogged or restricted fuel lines or clogged fuel filters.
Check for air leaks at suction side of transfer pump.
Check pump timing as outlined in paragraph 83.
Check engine compression.
Check for improper engine valve clearance adjustment as outlined in paragraph 34.
Check for faulty, leaking or sticking engine valves.

EXCESSIVE BLACK SMOKE AT EXHAUST. If the engine emits excessive black smoke from the exhaust, check the following:

Check for restrictions in the air intake, such as air filter clogged.
Check pump timing as outlined in paragraph 83.
Check for faulty or sticking injector nozzles.
Check engine compression.

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CONDENSED SERVICE DATA

	5640	6640	7740	7840	8240	8340
GENERAL						
Number of Cylinders	4			6		
Bore	111.8 mm (4.4 in.)					
Stroke	111.8 mm (4.4 in.)	127.0 mm (5.0 in.)		111.8 mm (4.4 in.)	127. 0 mm (5.0 in.)	
Displacement	4390 cc (268 cu. in.)	4987 cc (304 cu. in.)		6585 cc (401 cu. in.)	7480 cc (456 cu. in.)	
Compression Ratio	17.5:1					
TUNE-UP						
Firing Order	1-3-4-2			1-5-3-6-2-4		
Valve Clearance, Cold —						
Inlet	0.36-0.46 mm (0.014-0.018 in.)					
Exhaust	0.43-0.53 mm (0.017-0.021 in.)					
Compression Pressure —						
Minimum	2585 kPa (375 psi)					
Injector Opening Pressure	23,995-24,755 kPa (3480-3590 psi)			29,165-29,995 kPa (4230-4350 psi)		
Engine Low Idle RPM	725 - 775					
Engine High Idle RPM	2295-2375			2195-2275		
Engine Rated Speed RPM	2200			2100		
Engine Rated Power at Pto	49 kW (66 hp)	56.5 kW (76 hp)	64 kW (86 hp)	67 kW (90 hp)	71.5 kW (96 hp)	83.5 kW (112 hp)
Battery —						
Voltage	12					
Ground	Negative					
SIZES						
Crankshaft Main Journal Diameter	See Paragraph 53					
Crankshaft Crankpin Diameter	See Paragraph 52					
Piston Pin Diameter	38.095-38.10 mm (1.4998-1.500 in.)		41.270-41.275 mm (1.6248-1.6250 in.)	38.095-38.10 mm (1.4998-1.500 in.)		41.270-41.275 mm (1.6248-1.6250 in.)
Valve Seat Angle —						
Inlet	30.0-30.5°					
Exhaust	45.0-45.5°					
Valve Face Angle —						
Inlet	29.25-29.5°					
Exhaust	44.25-44.5°					
Valve Stem Diameter —						
Inlet	9.426-9.446 mm (0.3711-0.3719 in.)					
Exhaust	9.401-9.421 mm (0.3701-0.3709 in.)					
Cylinder Bore Diameter	111.778-111.841 mm (4.4007-4.4032 in.)					

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DUAL DIMENSIONS

This service manual provides specifications in both U.S. Customary and Metric (SI) systems of measurement. The first specification is given in the measuring system perceived by us to be the preferred system when servicing a particular component, while the second specification (given in parenthesis) is the converted measurement. For instance, a specification of 0.011 inch (0.28 mm) would indicate that we feel the preferred measurement in this instance is the U.S. Customary system of measurement and the Metric equivalent of 0.011 inch is 0.28 mm.

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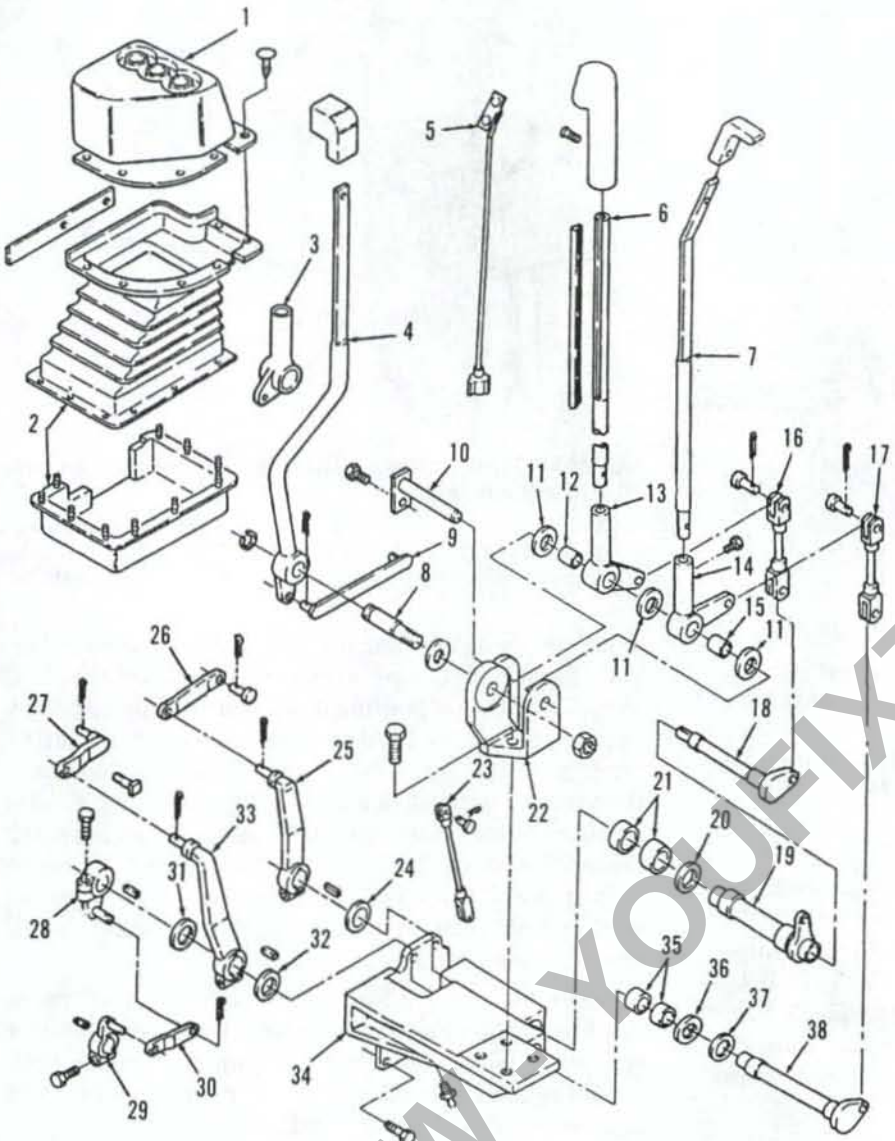

Fig. 229—Exploded view of 16 × 16 transmission shift linkage.

1. Shift boot, upper
2. Shift boot, middle & lower
3. Lever pivot
4. Shuttle shift lever
5. Neutral switch
6. Main shift lever
7. Range shift lever
8. Pivot shaft
9. Shift link
10. Pivot shaft
11. Washer
12. Bushing
13. Lever pivot
14. Lever pivot
15. Bushing
16. Shift rod
17. Shift rod
18. Shift arm
19. Shift arm
20. Washer
21. Bushing
22. Vertical support bracket
23. Shift rod
24. Washer
25. Shift arm
26. Link
27. Link
28. Shift arm
29. Shift arm
30. Link
31. Washer
32. Washer
33. Shift arm
34. Horizontal support bracket
35. Bushings
36. Washer
37. Washer
38. Shift arm

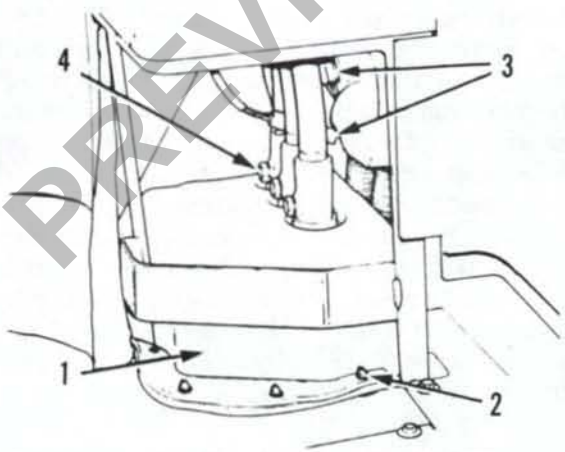

Fig. 230—View of gear shift levers with shift console covers removed.

1. Upper shift boot
2. Middle shift boot
3. Electrical connectors
4. Clamp bolts

16 × 16 TRANSMISSION OVERHAUL

194. REMOVE AND REINSTALL. To remove transmission, drain oil from transmission housing. Remove engine side panels, exhaust pipe, hood top panels and engine fan side shields. Remove both steps and the battery box. Disconnect wiring from starter motor, then unbolt and remove starter motor (3—Fig. 234). Disconnect engine wiring harness from main harness at connector located at rear of engine. Disconnect fuel supply line(4). Disconnect the foot throttle control cable (5) and hand throttle control cable (6). If equipped with mechanical fuel shut-off, disconnect fuel shut-off cable. Remove bolts attaching support bracket (1) to engine rear plate. Disconnect hydrostatic steering lines (1—Fig. 235) and transmission oil cooler lines (2).

On models with cab, close heater water control valve (7—Fig. 234) and disconnect and plug the

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