4640 and 4840 Tractors

JOHN DEERE

TECHNICAL MANUAL

4640 and 4840
Tractors

TM1183 (01NOV86) English

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John Deere Tractor Works
TM1183 (01NOV86)

LITHO IN U.S.A.
ENGLISH

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SPECIAL TOOLS

Predelivery, Delivery, and After-Sale Services

TOOL	USE
JDG-18 Snap Ring Tool	Remove and install snap rings on ends of rear axles

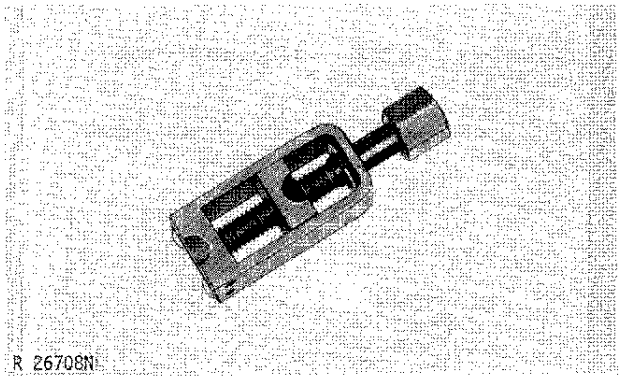
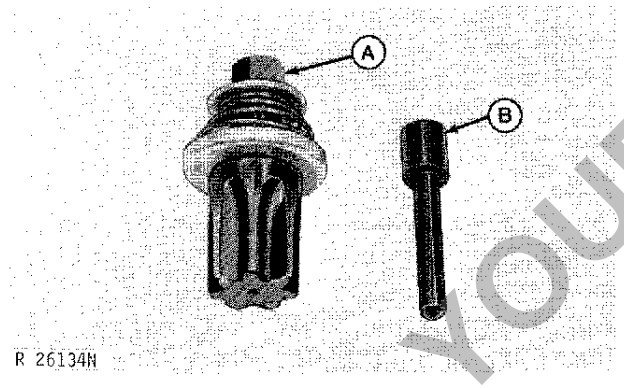


*Fig. 1-JDG-18 Snap Ring Tool**

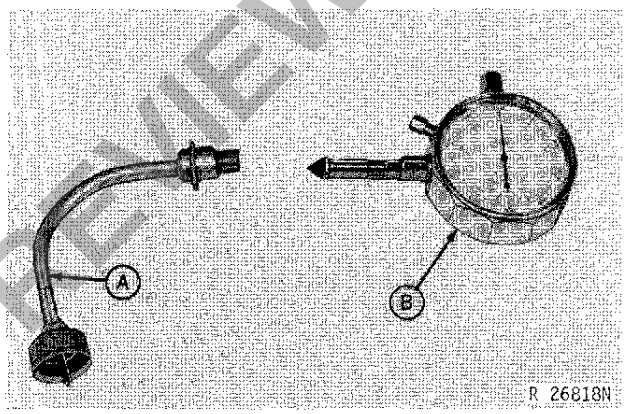
JDE-81-1 Engine Rotation Tool and JDE-81-4 Timing Pin	Turn engine to TDC to check injection pump timing



A—JDE-81-1 Engine Rotation Tool*
B—JDE-81-4 Timing Pin*

Fig. 2-Tools Required for Checking Timing

JDE-28 Adapter and Hand Tachometer	Check engine speeds



A—JDE-28 Adapter* **B—Hand Tachometer**

Fig. 3-Tools Required for Checking Engine Speeds

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Cylinder Head, Valves and Camshaft Special Tools—Continued

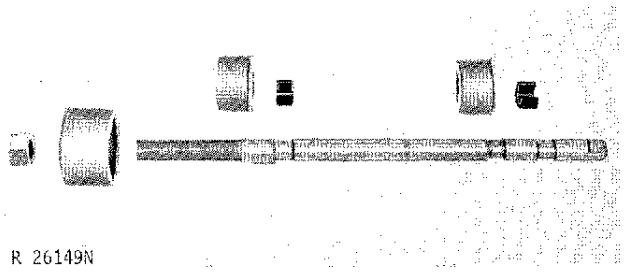
TOOL	NUMBER	USE
	JDE-6 Camshaft Bushing Replacement Set	To remove and install camshaft bushings.

Fig. 6-JDE-6 Camshaft Bushing Replacement Set

Cylinder Block, Liners, Pistons and Rods

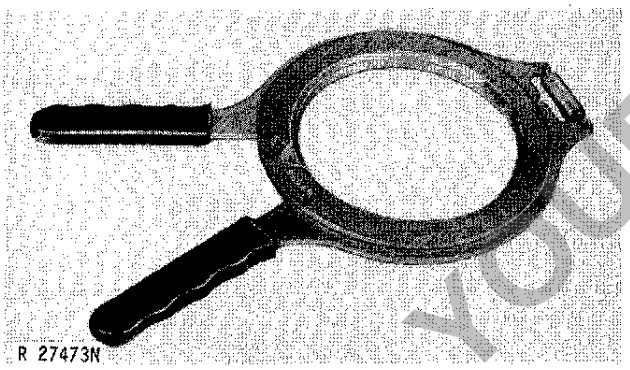
Cylinder Liner Holding Fixture	See Making Special Tools, p. 20-00-11	
	JDE-93 Ring Expander	To install piston rings.

Fig. 7-JDE-93 Ring Expander

	JDE-98-466 Connecting Rod Bushing Service Set	To remove and install connecting rod bushings.

Fig. 8-JDE-98-466 Connecting Rod Bushing Service Set.

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Injection Nozzles

TOOL	USE
JDE-92 Nozzle Socket Wrench*	Installing Robert Bosch KDEL injection nozzles

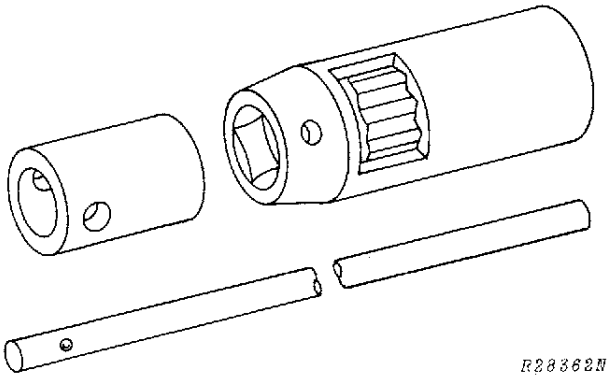
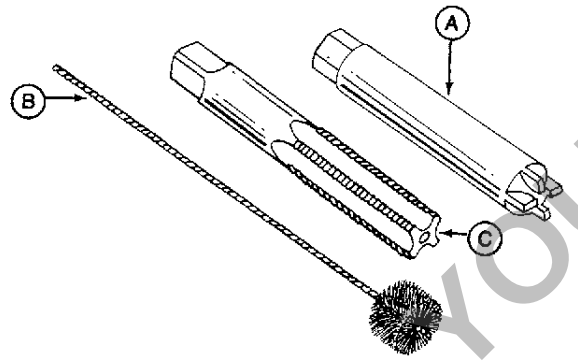


Fig. 3-Nozzle Socket Wrench

A—JDE-99 Nozzle Seat Reamer*	Removing carbon from nozzle gasket seat in cylinder head
B—D-17030BR Thread Cleaning Brush*	Cleaning threads in cylinder head for injection nozzle
C—JDF-5 Tap (M28 x 1.5)*	Restoring threads in cylinder head for injection nozzle



R 28244N

Fig 4-Tools For Reconditioning Nozzle Seat and Threads In Cylinder Head

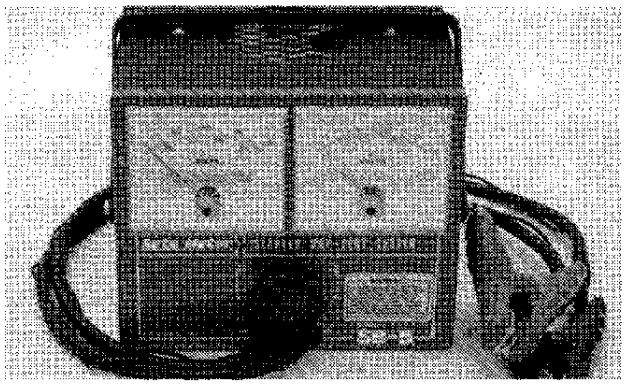
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SPECIAL TOOLS

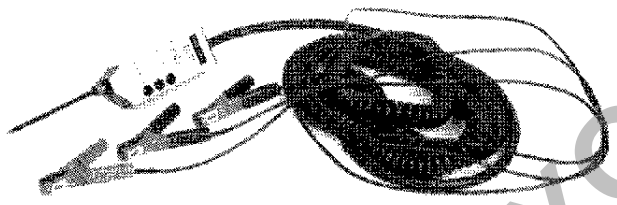
General Information



RW10165

Fig. 2—JT28001 Battery Tester

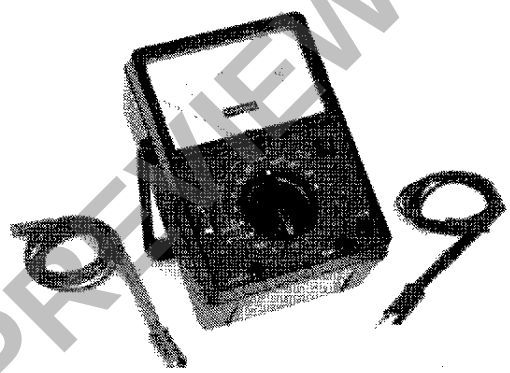
Tool	Use
JT28001 Battery Tester*	Test Batteries



RW4213

Fig. 3—D-05136ST Voltage Detector

Tool	Use
D-05136ST Voltage Detector*	Test wiring circuits for opens, shorts, or grounds



RW4214

Fig. 4—D-19001TT Volt-Ohm-Amp Meter

Tool	Use
D-019001TT Volt-Ohm-Amp* Meter	Test any electrical components for voltage, resistance, or current draw

NOTE: JTO5682 Digital Multimeter is also available.

*Order from: Service Tools
Box 314
Owatonna, Minnesota 55060

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TOOL	NUMBER	USE
Final Drive—Continued		
		To support axle housing during repair and adjustment. Use with large U-bolt.

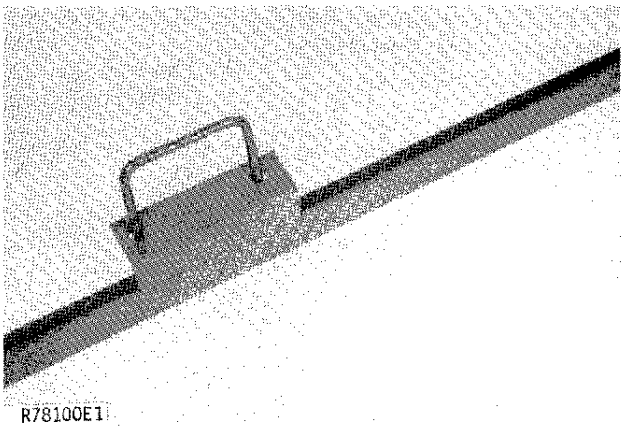


Fig. 19-Axle Support Tool

To install and remove final drive planetary. Used with overhead hoist.

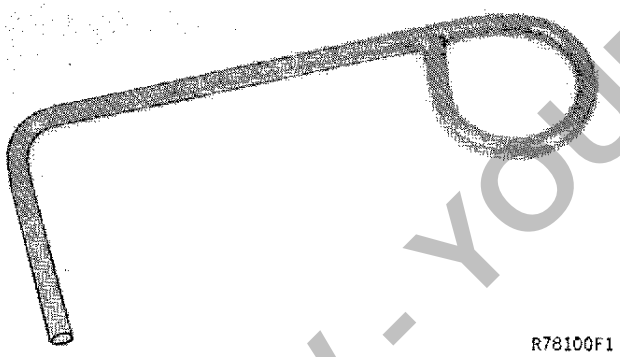


Fig. 20-Planetary Removal Tool

To remove axle shaft from final drive housing and to obtain bearing endplay on assembled axles.

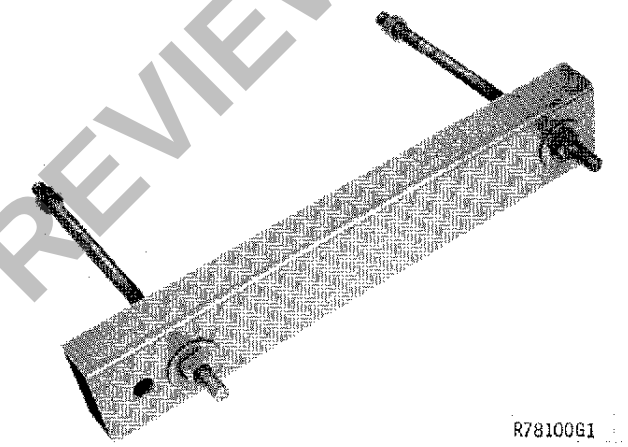


Fig. 21-Jacking Tool

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SPECIFICATIONS AND SPECIAL TOOLS—Continued

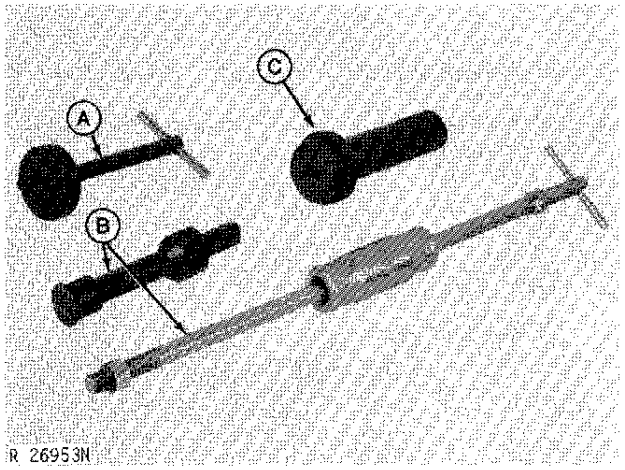


Fig. 3-Piston Turning Tool and Blind Hole Puller

A—JDH-42-1 Piston Turning Tool	**Used for piston removal.**
B—D-01061AA Blind Hole Puller Set	**Used for feedback piston bushing removal.**
C—D-01045AA Bushing Driver	**Used for sleeve removal.**

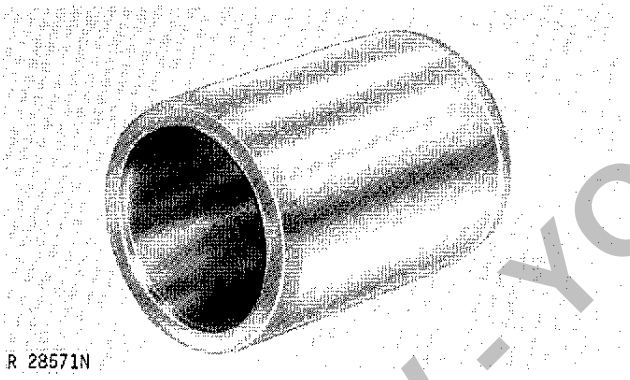


Fig. 4-Steering Piston Installation Tool

JDH-52 Steering Piston Installation Tool	**Used to aid in steering piston installation.**

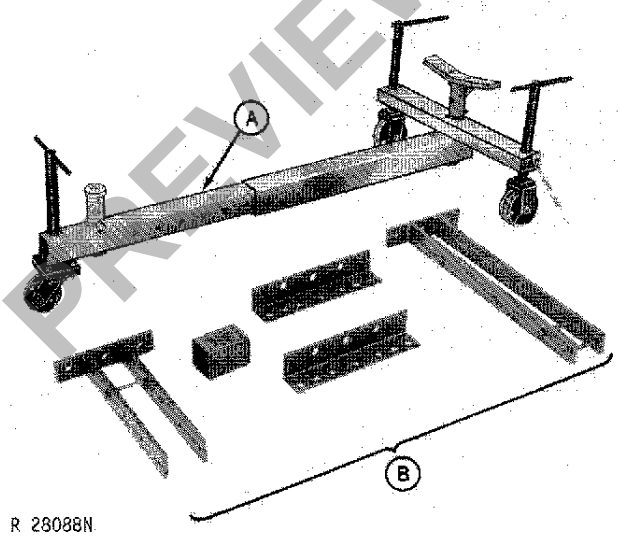


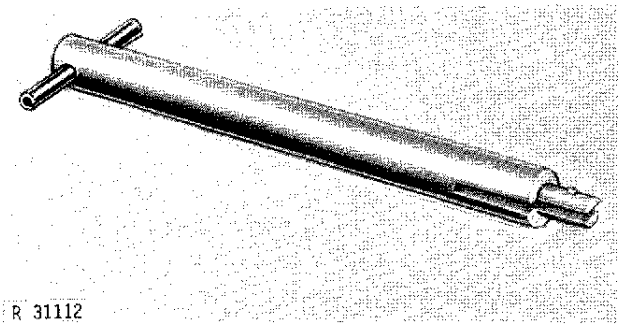
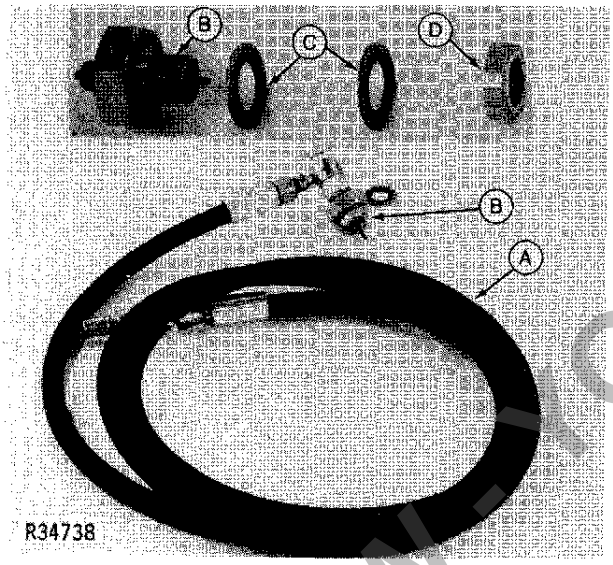
Fig. 5-Splitting Stand and Adaptors

A—D-05007ST Splitting Stand	**Used to remove front support from side frames.**
B—D-05149ST Adaptors	**Used with splitting stand.**

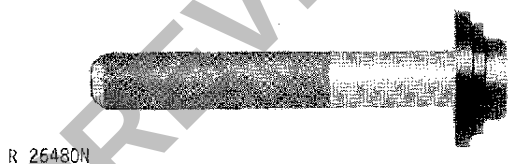
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Miscellaneous Hydraulic Components—Continued

TOOL	NUMBER	USE
 *Fig. 3-Sleeve Removal Tool*	*JDH-57 Sleeve Removal Tool	To remove sleeve from Hydra-cushioned seat regulating valve housing.
 *Fig. 4-Nitrogen Charging Kit*	*A—D-15041NU Nitrogen Charging Kit *B—2364 Adapter Assembly *C—6877 O-Ring Washers *D—6577 Tru-Seal Nut	To charge seat accumulator.

Hydraulic Pumps

 *Fig. 5-JDT-33 Transmission Pump Seal Driver*	*JDT-33 Transmission Pump Seal Driver	To install oil seal in internal gear pump body.

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5. (Not Illustrated). Connect tie rods to steering arm.

6. (Not Illustrated). Tighten tie rod-to-steering arm nut to 100 ft-lbs (135 Nm) (13.5 kgm).

KNEE ASSEMBLY

Removal

1. Jack up side of axle containing knee assembly to be repaired (Fig. 6).

2. Remove hub cap, cotter pin and slotted nut.

NOTE: When removing wheel assembly with bearings, do not let bearings fall out.

3. Remove wheel.

4. Remove steering arm-to-spindle cap screw.

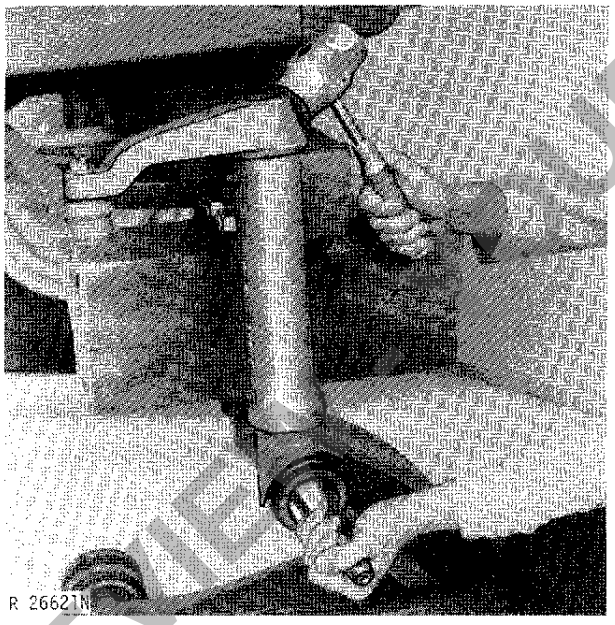


Fig. 6-Removing Spindle

IMPORTANT: Prevent spindle from striking ground when removing (Fig. 6).

5. Strike steering arm with a hammer to remove spindle (Fig. 6).

Inspection and Repair

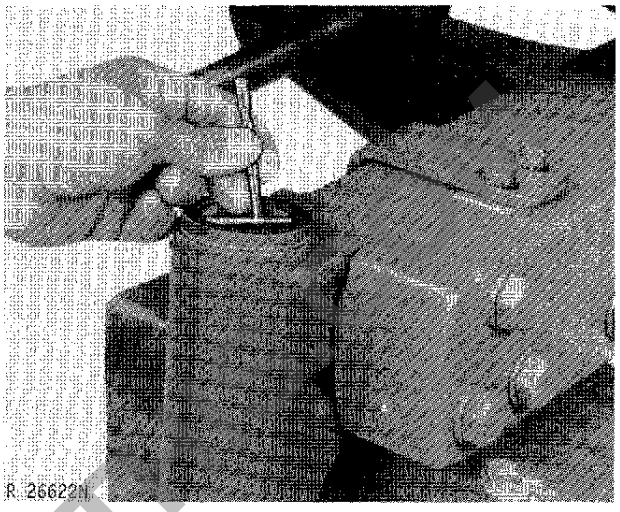


Fig. 7-Checking Knee Bushing

1. Use an inside micrometer or telescoping gauge to measure inside diameter of both upper and lower bushings in knee (Fig. 7).

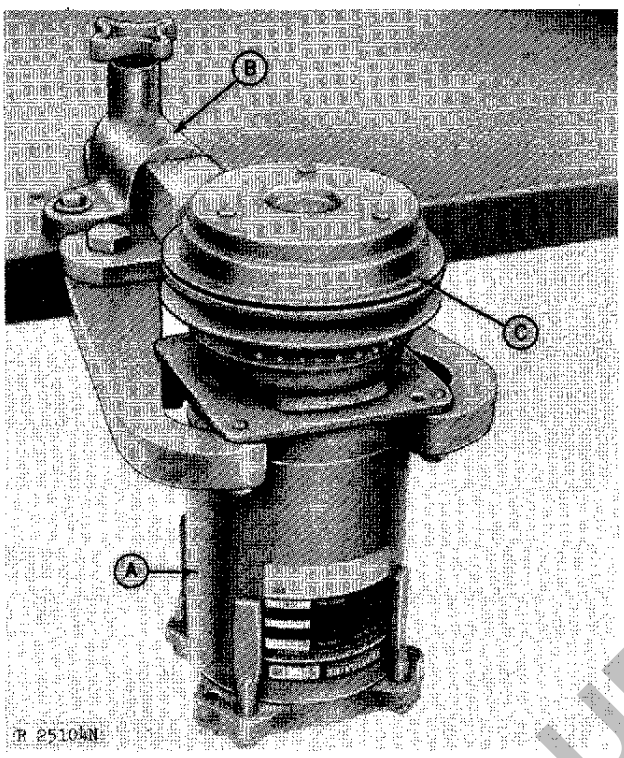
2. The I.D. of the knee bushing is 2.001 to 2.004 in. (50.8 to 50.9 mm).

3. Use a heavy drift punch to remove bushing.

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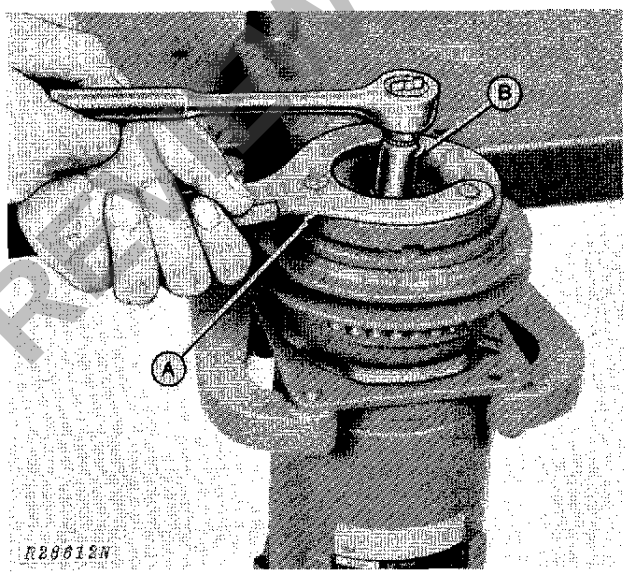
Disassembly



A—Compressor **C—Dust Cover**
B—D-01006AA Bench Holding Fixture

Fig. 6-Compressor Dust Cover

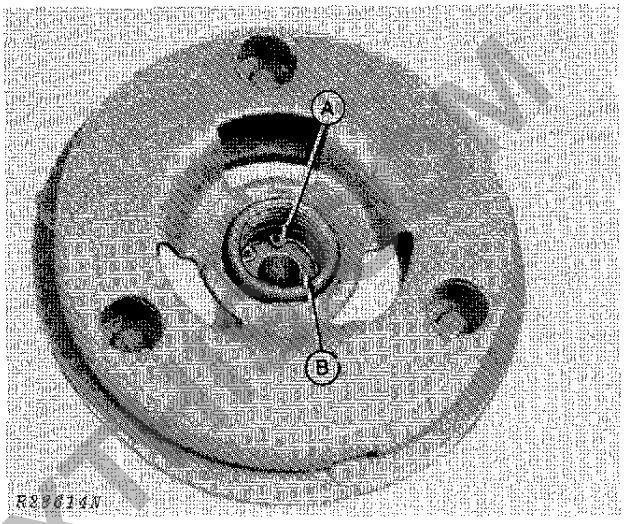
1. Mount the compressor vertically in a D-01006AA (JDM-16) Bench Holding Fixture (Fig. 6).
2. Remove the three dust cover attaching screws.
3. Pull off dust cover (C).



A—Clutch Holding Wrench **B—9/16-inch Thin Wall Socket**

Fig. 7-Removing Lock Nut

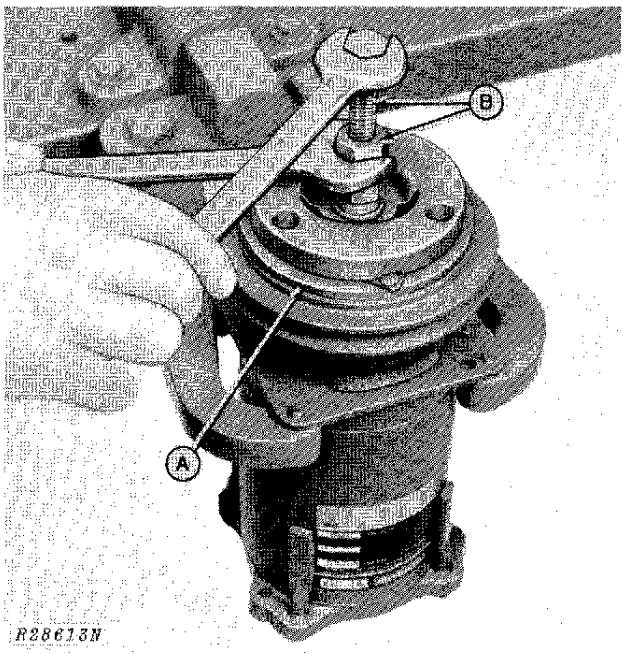
4. Use KD-2018 Clutch Holding Wrench (A, Fig. 7) to hold the clutch hub while removing the hub and drive plate lock nut from the compressor shaft.



A—Retaining Ring **B—Spacer**

Fig. 8-Retaining Ring and Spacer

5. Remove hub drive plate retainer ring (A, Fig. 8) and spacer (B).



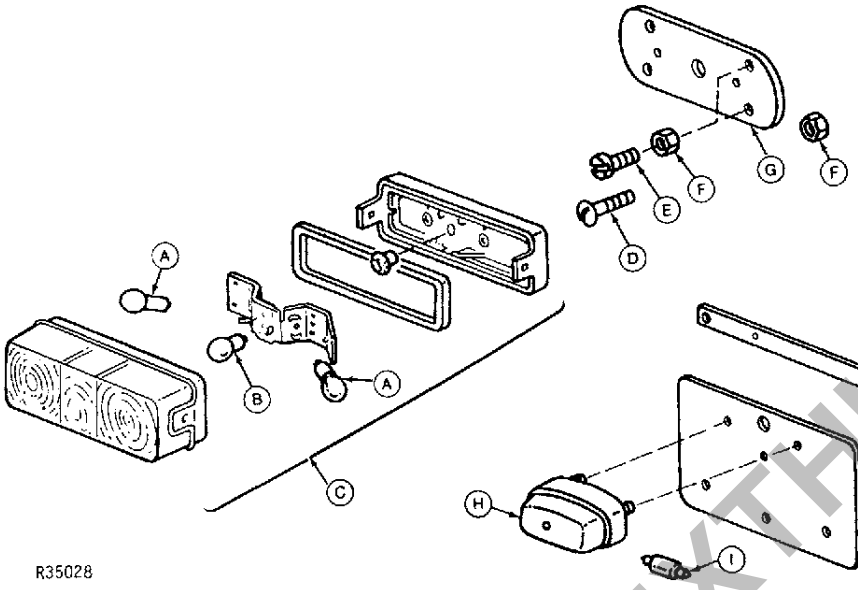
A—Hub and Drive Plate **B—Hub Puller**

Fig. 9-Removing Hub and Drive Plate

6. Use KD-2016B Hub Puller (B, Fig. 9) to remove the hub and drive plate assembly (A).
7. Remove hub pulling tool.

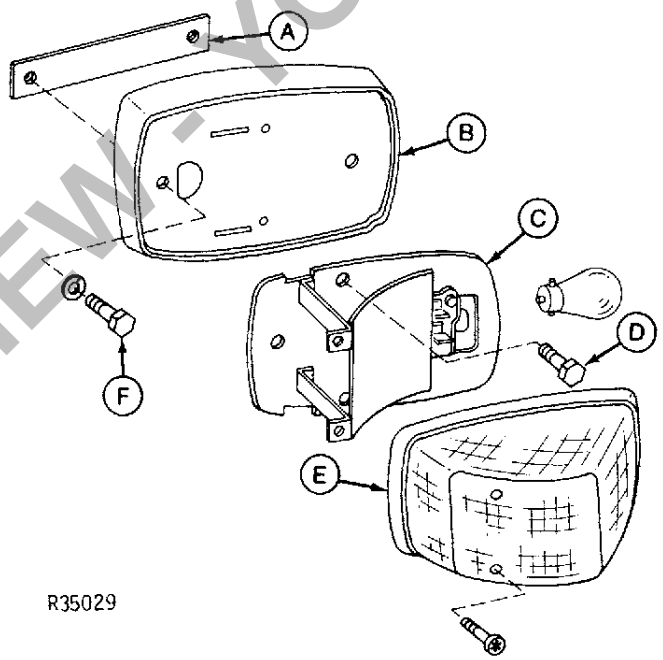
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LAMP REMOVAL



A—Lamp Bulb (4 used)
B—Lamp Bulb (2 used)
C—Tail Lamp (2 used)
D—Tapping Screw (4 used)
E—Special Screw (8 used)
F—Hex. Nut (8 used)
G—Tail Lamp Bracket
H—License Plate Light
I —Lamp Bulb
J—License Plate
K—Cap Screw (2 used)
L—License Plate Bracket

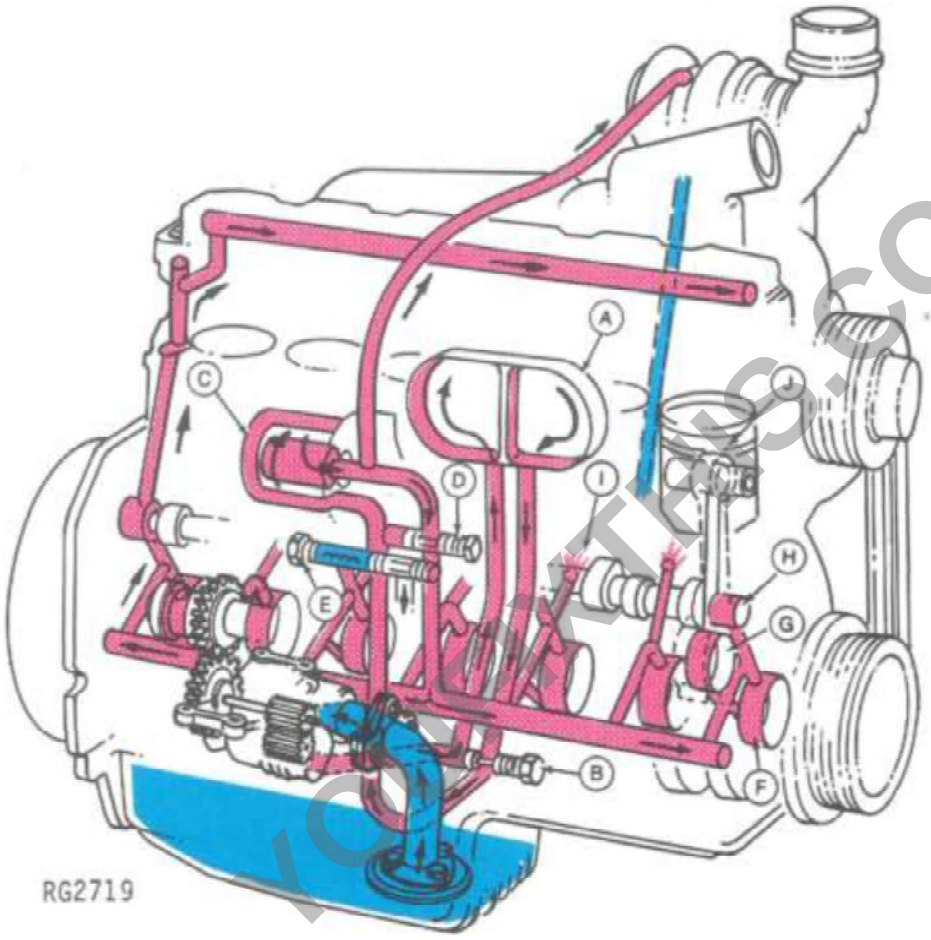
Fig. 4-Tail Lamp and License Plate Lamp



A—Turn Signal Mounting Plate
B—Turn Signal Lamp Adapter
C—Turn Signal Lamp (2 used)
D—Tapping Screw (4 used)
E—Turn Signal Lens
F—Machine Screw and Lock Washer (4 used)

Fig. 5-Front Turn Signal Installation

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A—Engine Oil Cooler
B—Oil Cooler Bypass Valve
C—Oil Filter
D—Filter Bypass Valve
E—Oil Pressure Regulating Valve
F—Main Bearings
G—Connecting Rod Bearings
H—Camshaft Bushings
I—Piston Cooling Orifices
J—Piston
Engine Oil Pressure
Oil Pan Oil

Fig. 3-Engine Lubrication System—Shown With Crankshaft-Driven Oil Pump

NOTE: Description of the lubrication system on engines equipped with a crankshaft-driven oil pump (Fig. 3) is given on opposite page.

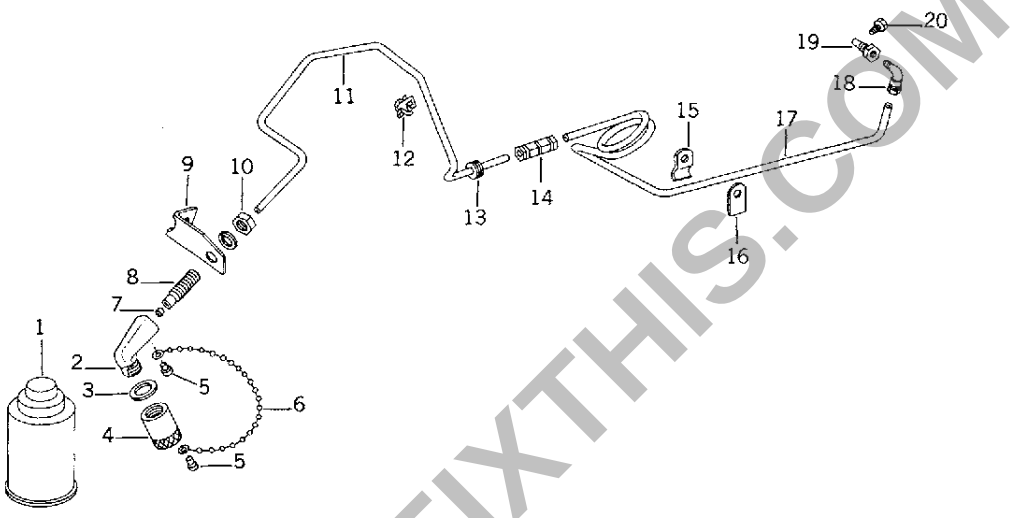
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How The Ether Starting Aid Works—Continued

NOTE: On electrically-operated models, ether can only be injected when the transmission is in park or neutral.

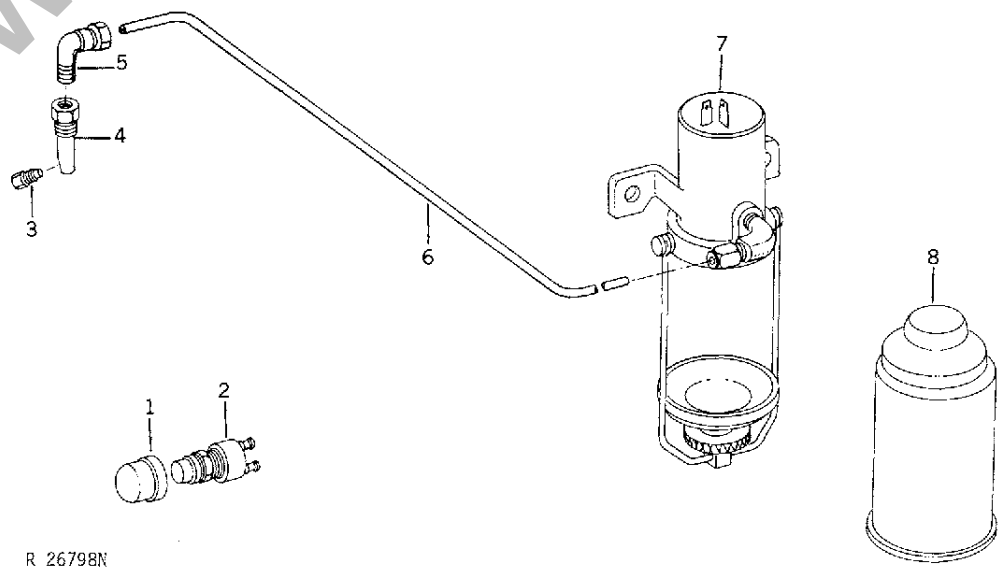
⚠ CAUTION: Ether starting fluid is highly flammable. Do not use near fire, sparks, or flames. Read the cautionary information on the container. Never inject ether unless engine is cranking.



R 26777N

1—Starting Fluid Can
2—Adapter
3—Packing
4—Adapter Cap
5—Drive Screw
6—Chain
7—Packing
8—Packing Gland
9—Bracket
10—Nut and Lock Washer
11—Rear Pipe
12—Clip
13—Grommet
14—Adapter Union
15—Clamp
16—Plate
17—Front Pipe
18—Elbow
19—Spray Nozzle Holder
20—Spray Nozzle

Fig. 11-Ether Starting Aid (Manually-Operated) (4640 Tractor Only)



R 26798N

1—Control Button
2—Switch
3—Nozzle
4—Spray Nozzle Holder
5—Elbow
6—Pipe
7—Solenoid
8—Starting Fluid Can

Fig. 12-Ether Starting Aid (Electrically Operated) (4640 and 4840 Tractors)

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General Information—Continued

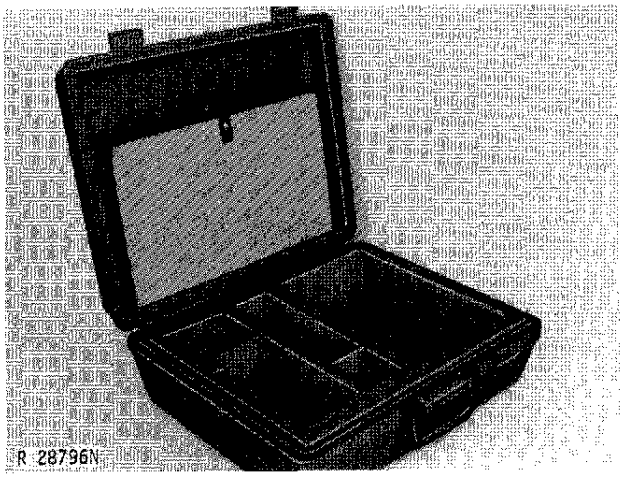


Fig. 5-D-05138ST Carrying Case

TOOL	USE
D-05138ST Carrying Case	Store D-24001MO Battery Tester, D-05136ST Voltage Detector, D-19001TT Volt-Ohm-Amp Meter, and their operator's manuals

Charging Circuit

D-19001TT Volt-Ohm-Amp Meter	Test charging circuit

Lighting Circuits

D-05136ST Voltage Detector	Test wiring circuits for opens, shorts, or grounds

Instrument and Accessory Circuits

JDST-33 Universal Gauge Tester	Test fuel gauge, water temperature gauge, engine oil pressure gauge, and their senders

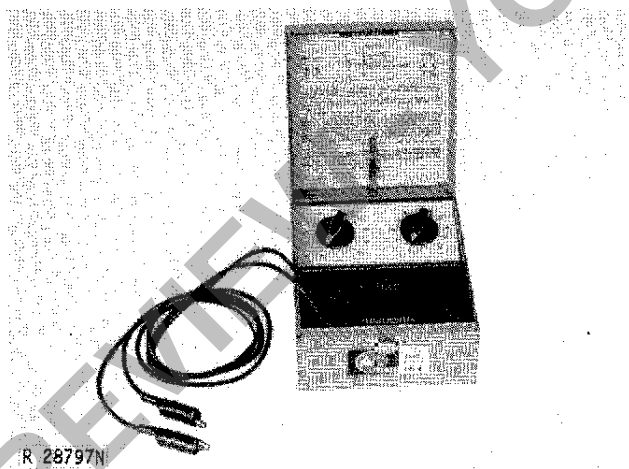


Fig. 6-JDST-33 Universal Gauge Tester

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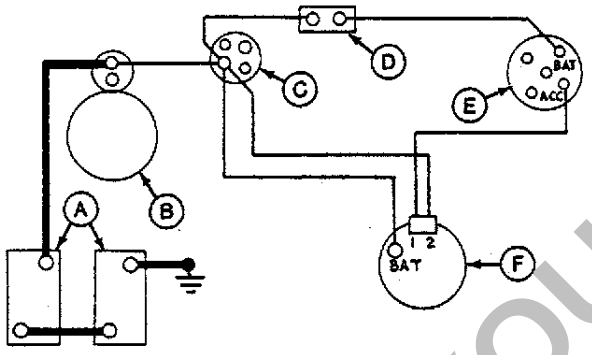
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Group 10
DELCOTRON CHARGING CIRCUIT DIAGNOSIS

GENERAL INFORMATION

NOTE: Alternator may be either Delcotron or John Deere. refer to the following groups for additional information.

Delcotron repair—Section 40, Group 10
John Deere repair—Section 40, Group 12
John Deere diagnosis—Section 240, Group 12



R28519N

A—Batteries
B—Starter
C—Starter Circuit Relay
D—10-Amp Circuit Breaker
E—Key Switch
F—Alternator

Fig. 1—Charging Circuit

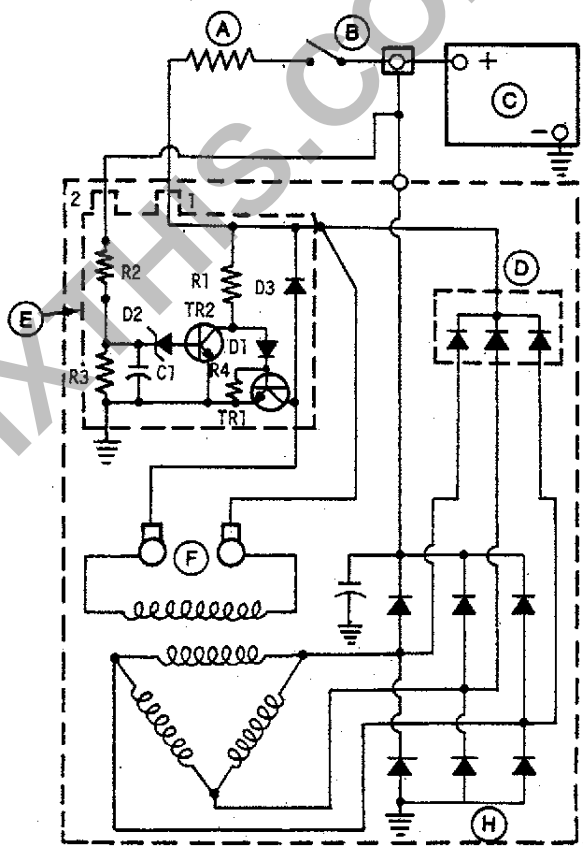
Fig. 1 shows components of charging circuit. Wiring is contained in engine and instrument harnesses.

A 72-amp alternator is used on tractors with SOUND-GARD body. A 61-amp alternator is used on tractors without SOUND-GARD body. The two are identical in operation. All parts except stator are common to both.

Regulator is mounted inside alternator. It is solid state, sealed, and non-adjustable.

Alternator does not require any periodic maintenance or lubrication.

HOW THE SYSTEM WORKS



R34804

A—Resistance Wire or Diode*
B—Switch
C—Battery
D—Diode Trio
E—Regulator
F—Rotor (Field)
G—Stator
H—Rectifier Bridge

Fig. 2—Schematic Diagram of Delcotron Alternator

Fig. 2 illustrates circuitry of alternator. Schematic of regulator is simplified somewhat. Regulator actually contains many more components than shown, but performs the same function.

NOTE: Resistance is extremely high in resistor R3, preventing battery run-down. It does allow a constant drain on battery, but drain is insignificantly small—only a few millamps. Resistors R3 and R4 are needed to provide the voltage differential required to turn transistors on.

* A defective resistance wire may have been replaced with a wiring harness containing a diode

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PERM-CLUTCH—Continued

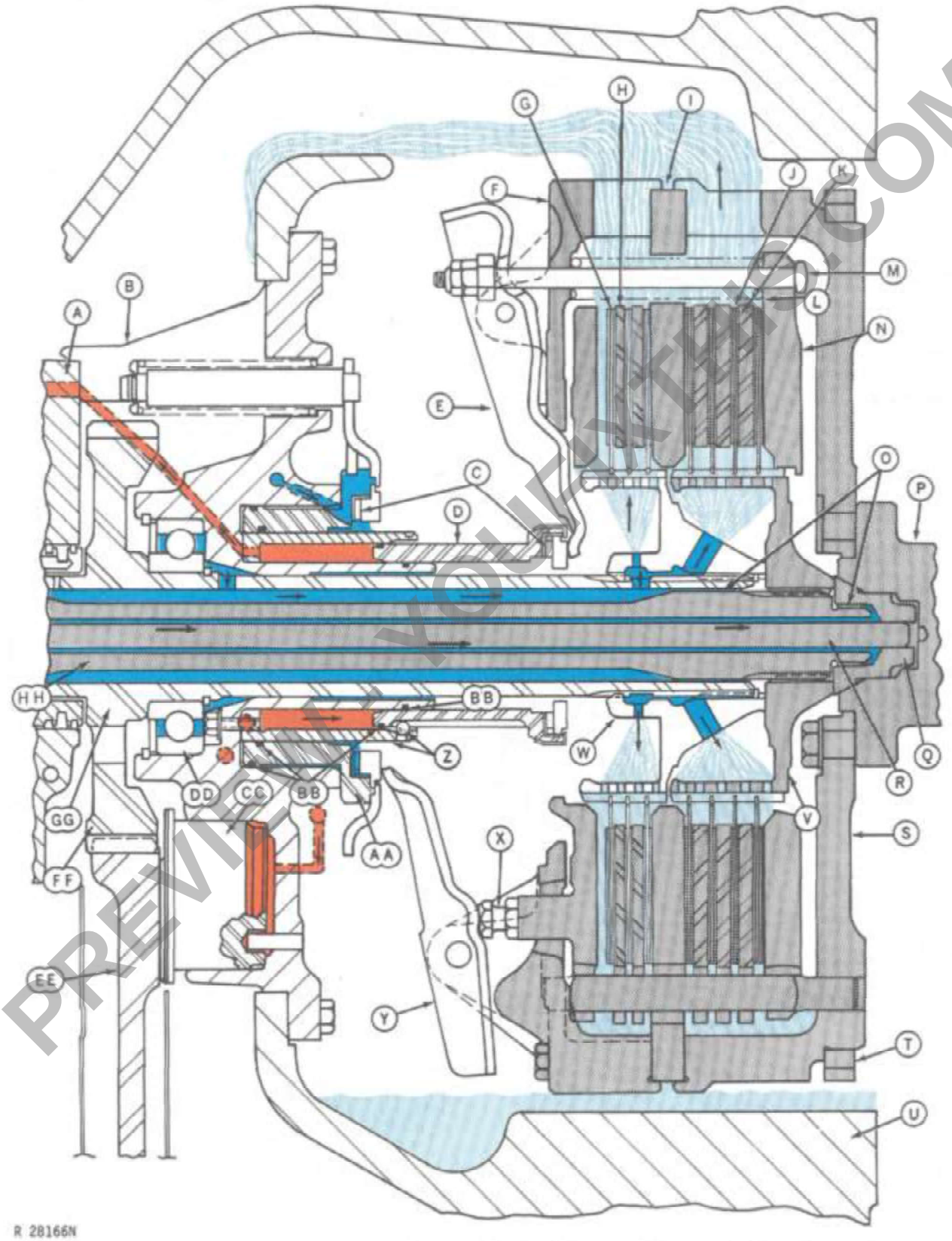


Fig. 2-Perma-Clutch Oil and Power Flow — PTO Clutch Disengaged, Transmission Clutch Engaged

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Group 15
POWER SHIFT SYSTEM OPERATION

HOW THE SYSTEM WORKS

The Power Shift transmission (Figs. 1 and 2) contains two compound planetary sets controlled by three clutches and four brakes. Eight forward speeds and four reverse speeds are obtained by various combinations of these components.

The transmission oil pump supplies hydraulic pressure to control clutches and brakes. The operator can shift the transmission into any speed while the tractor is standing or in motion.

A sliding-collar mechanical disconnect disengages the tractor wheels for (short) towing. The disconnect is controlled by a hand lever on the left-hand side of the transmission case.

A pawl-type mechanical parking lock, controlled by the shift lever engages the transmission reduction gear behind the planetary pack to prevent gear train rotation.

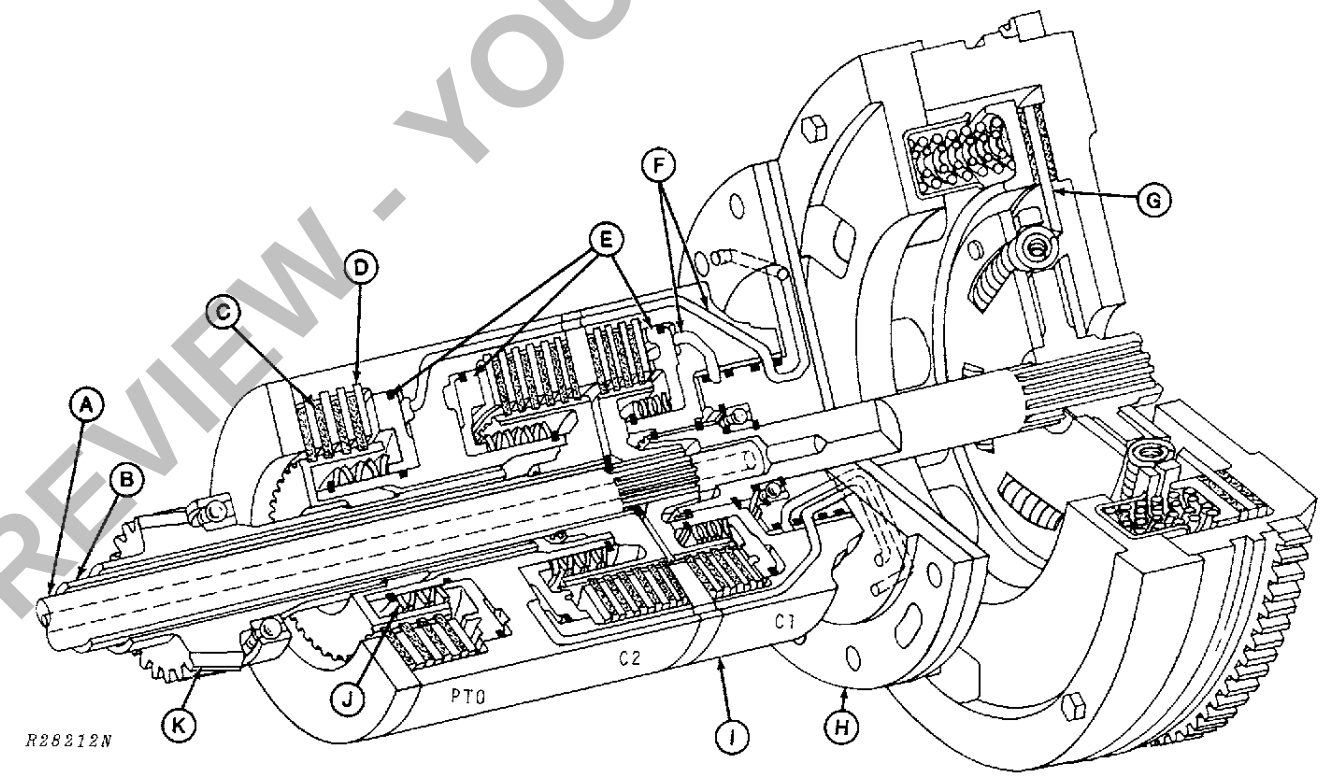
A torsional damper (G, Fig. 1) absorbs engine power impulses ahead of the transmission.

Clutch Pack Power Flow

Engine power is transmitted from the torsional damper to the clutch pack. The pack contains three hydraulically operated clutches (C1, C2, and PTO). C1 is the low-range clutch and C2 is the high-range clutch. The PTO clutch (at the rear of the pack) transmits power to the PTO gear train when applied. The internal-gear transmission pump (H) is located at the front of the clutch pack.

The clutches operate independently of each other. Either or both clutches (C1 and C2) may be engaged or disengaged at any time. The PTO clutch can be engaged or disengaged any time regardless of transmission operation.

When a clutch is disengaged, the control system relieves oil pressure on the clutch piston (E). The clutch piston return spring (J) returns the piston to its disengaged position, and power flow through the disks to the output shaft is interrupted. Oil from the clutch piston cavity returns to the reservoir.

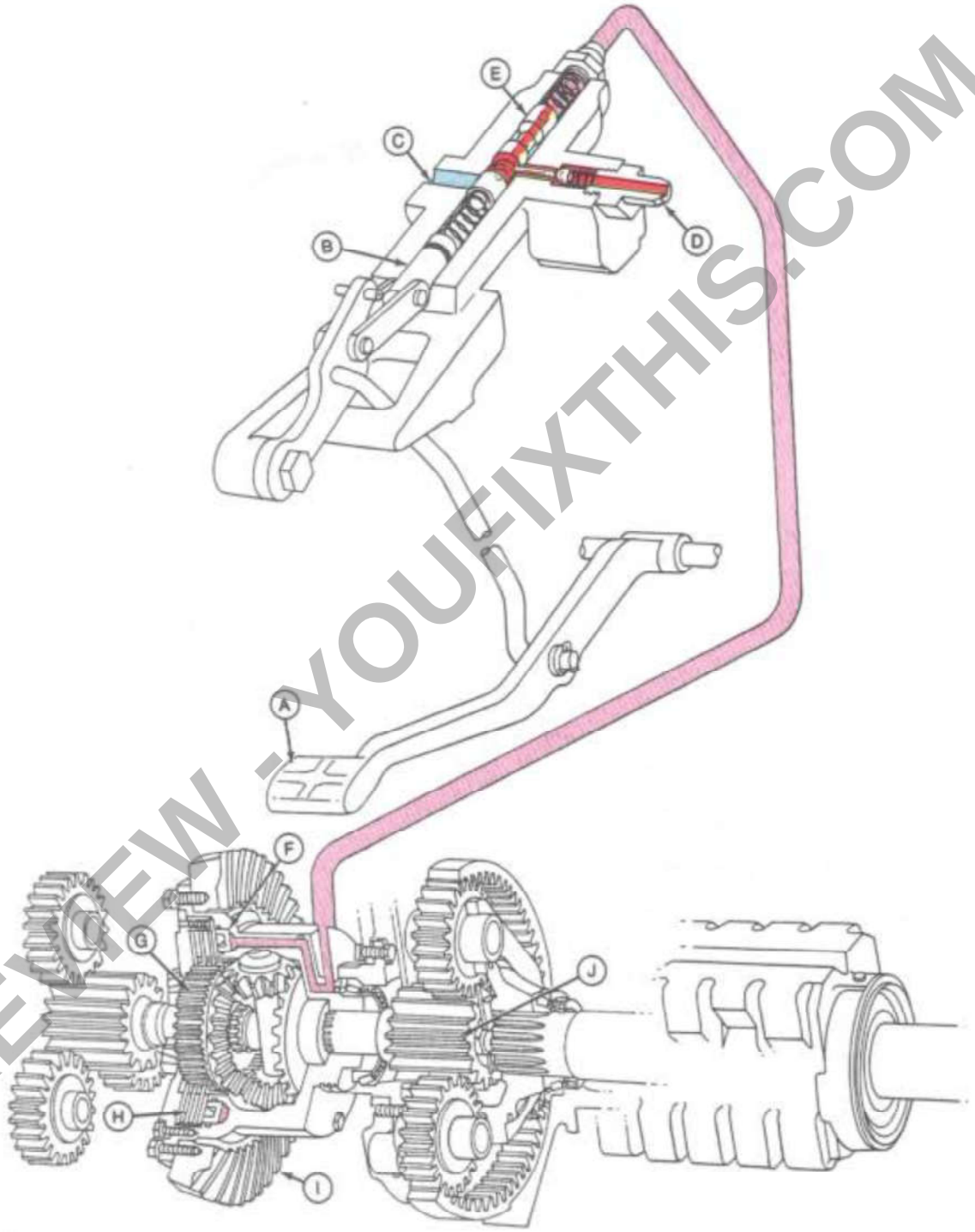


A—C1 Shaft
B—C2 Shaft
C—Disks
D—Plates
E—Pistons
F—Oil Passages
G—Torsional Damper
H—Pump
I —Clutch Drum
J—Return Spring
K—PTO Gear Shaft

Fig. 1-Power Shift Clutch Pack

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Group 25
DIFFERENTIAL AND FINAL DRIVE



R26533N

A—Differential Lock Pedal (Depressed)
B—Plunger
C—Diff. Lock Return Oil
D—Inlet
E—Pressure Control Valve
F—Lock Clutch Piston
G—Bevel Lock Gear
H—Disks and Plates
I —Differential Ring Gear
J —Final Drive Sun Gear

(Lock Inlet) Hydraulic System Pressure Oil
Lock Engaging Oil (450 psi)
Return Oil

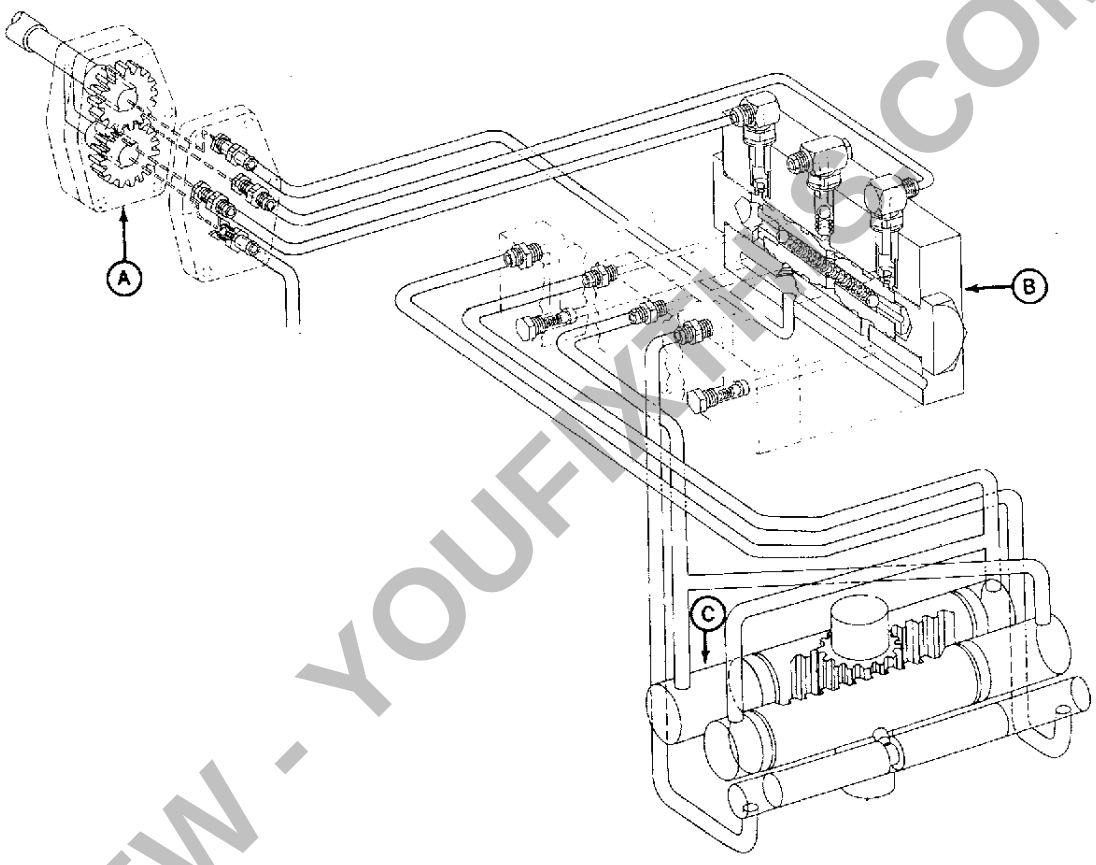
Fig. 1-Differential Lock Engaged

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Group 05
POWER STEERING

POWER STEERING COMPONENTS



R 27994N

A—Metering Pump **B—Steering Valve** **C—Steering Motor**

Fig. 1-Power Steering System

The power steering system consists of a metering pump (A, Fig. 1) steering valve (B), and steering motor (C).

There are no mechanical linkages between the three assemblies. Three hydraulic oil circuits provide control and power to the system.

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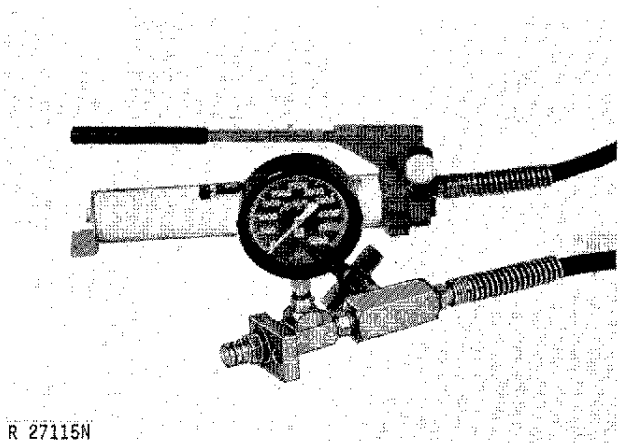
TOOL	NUMBER	USE
 R 27115N	*JDH-43 Rockshaft Thermal Relief Valve Test Kit	Test kit used to check the thermal relief valve, surge relief valve, and load capacity.

Fig. 8-JDH-43 Rockshaft Thermal Relief Valve Test Kit

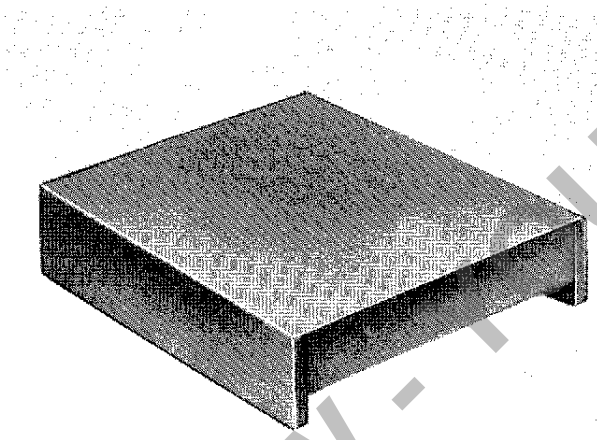
 R 28443N	*JDH-44 Test Block	Used to check rockshaft load capacity.

Fig. 9-Test Block

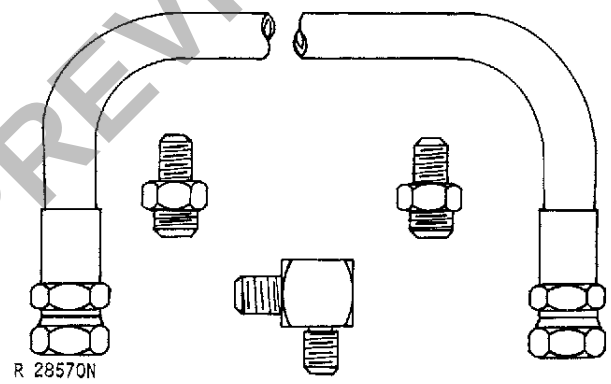
 R 28570N	*JDH-43A-1 Supplement Test Kit	Used to check rockshaft sensitivity and in load capacity check on tractors with hydraulic load sensing.

Fig. 10-Supplement to JDH-43 Thermal Relief Valve Test Kit

**Order from*
Service Tools
Box 314
Owatonna, MN 55060

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Regulating Valve—Continued

Adjusting Pressure Regulating Valve

1. Remove suspension front cover.

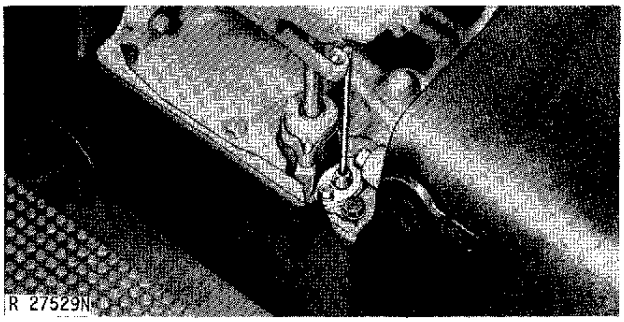


Fig. 6-Seat Position Valve Housing

2. Remove cap screw securing valve lock plate to top of valve housing (Fig. 6).

3. Remove plug from valve bore, and add or subtract washers as necessary. Install a new O-ring on plug before final assembly.

NOTE: Addition of one washer increases pressure 15 psi (1.03 bar) (1.05 kg/cm²).

Main Hydraulic Oil Reservoir

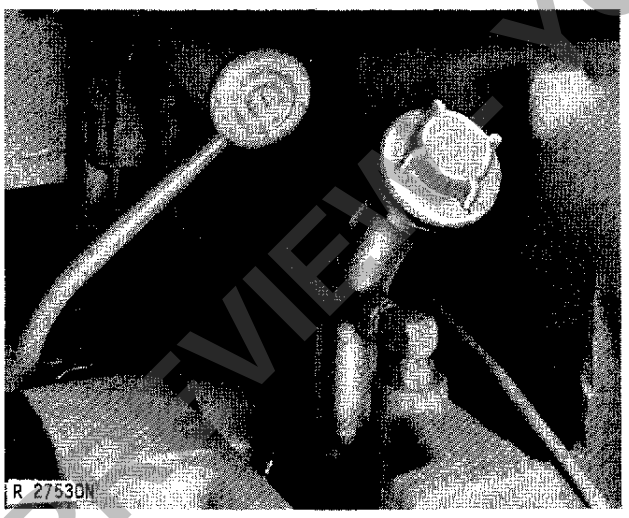
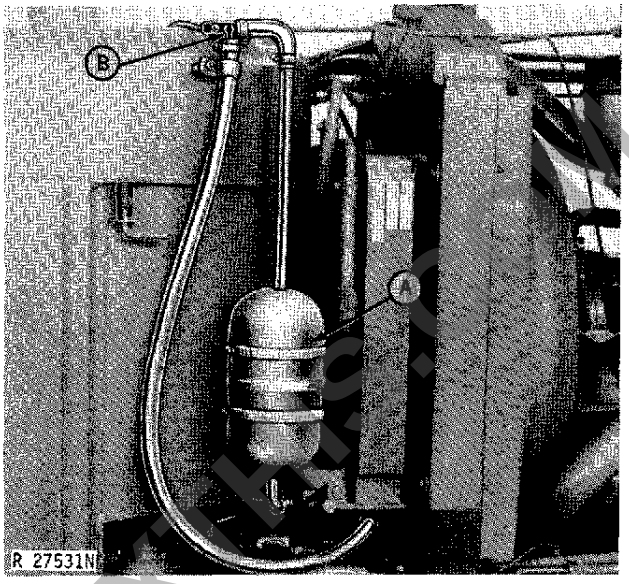


Fig. 7-Main Reservoir Filler Tube

The transmission case serves as the main hydraulic reservoir. A mesh screen in the bottom of the case and attached to the transmission pump inlet tube partially filters reservoir oil. The reservoir filler tube with breather cap extends through the rockshaft housing at the rear of the tractor.

Hydraulic Oil Reservoir



A—Oil Reservoir **B—Check Valve**

Fig. 8-Hydraulic Oil Reservoir and Check Valve

Additional charge oil is provided to the main pump from the oil reservoir (A, Fig. 8). An air check valve (B) prevents hydraulic oil from entering the air bleed line.

Hydraulic Oil Filters

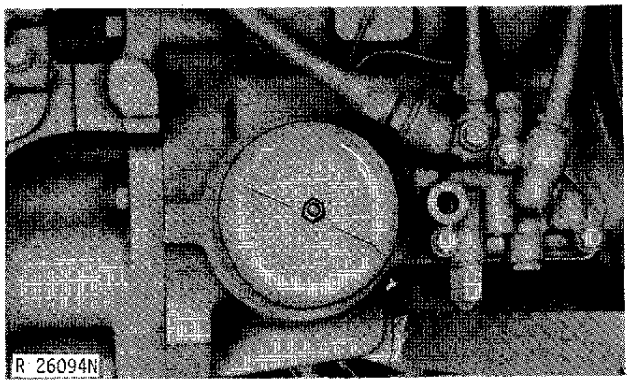


Fig. 9-Hydraulic Oil Filter - Quad-Range Transmission

Tractors with a Quad-Range transmission are equipped with one 10-micron hydraulic oil filter that filters hydraulic function return oil and transmission pump charging oil.

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SPECIAL TOOLS

Test Equipment

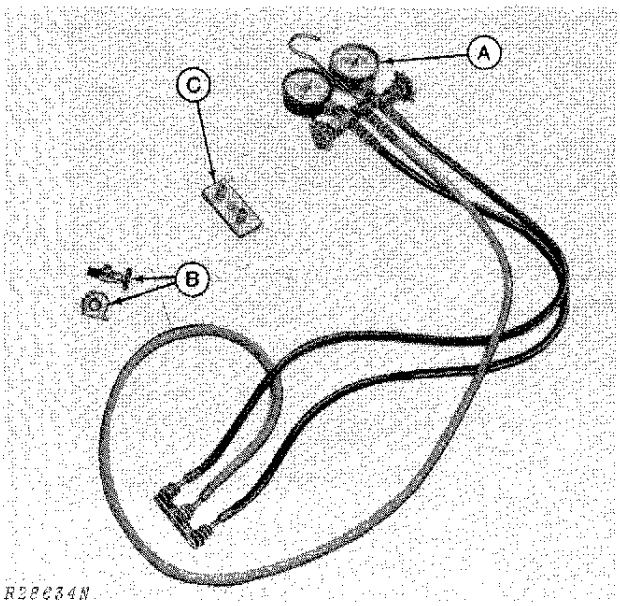


Fig. 1-Special Test Equipment

A—D-18019KD Manifold Pressure Gauge Assembly*
B—D-18023KD Refrigerant Can Dispensing Valve*
C—D-18032KD Test Plate*

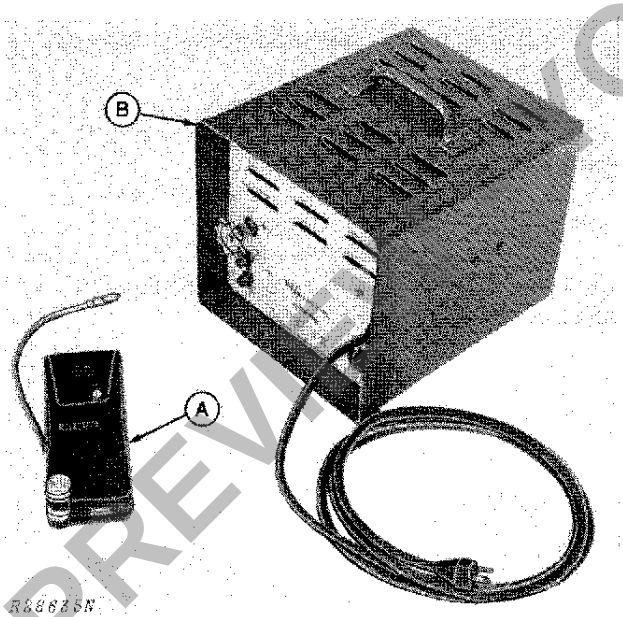


Fig. 2-Special Test Equipment

A—D-18009KD Electronic Leak Detector*
B—Vacuum Pump*

Materials

Refrigerant-12 (Quantity required depends on amount of system service performed. See Charging The System.)
525 viscosity compressor oil (See "When Servicing Compressor.")

* Order test equipment from:
Service Tools Inc.,
Box 314, Owatonna MN 55060

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GENERAL

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Group 00
SPECIFICATIONS AND SPECIAL TOOLS
GENERAL TRACTOR SPECIFICATIONS

	4640	4840
HORSEPOWER (Factory observed PTO horsepower at 2200 rpm)	155 hp (116 kW)	180 hp (134 kW)
ENGINE:		
Type	6-cylinder, in-line, valve-in-head, diesel, turbocharged, intercooled	6-cylinder, in-line, valve-in-head, diesel, turbocharged, intercooled
Slow idle speed	800 rpm	800 rpm
Working speed range	1500 to 2200 rpm	1500 to 2200 rpm
Bore and stroke	4.56 x 4.75 in. (116 x 121 mm)	4.56 x 4.75 in. (116 x 121 mm)
Displacement	466 cu. in. (7.6 L)	466 cu. in. (7.6 L)
Compression ratio	14.9 to 1	14.9 to 1
Firing order	1-5-3-6-2-4	1-5-3-6-2-4
Valve clearance		
Intake	0.018 in. (0.46 mm)	0.018 in. (0.46 mm)
Exhaust	0.028 in. (0.71 mm)	0.028 in. (0.71 mm)
Injection pump timing	TDC	TDC
Lubrication system	force-feed, pressurized with full-flow filter	force-feed, pressurized with full-flow filter

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REMOVAL—Continued

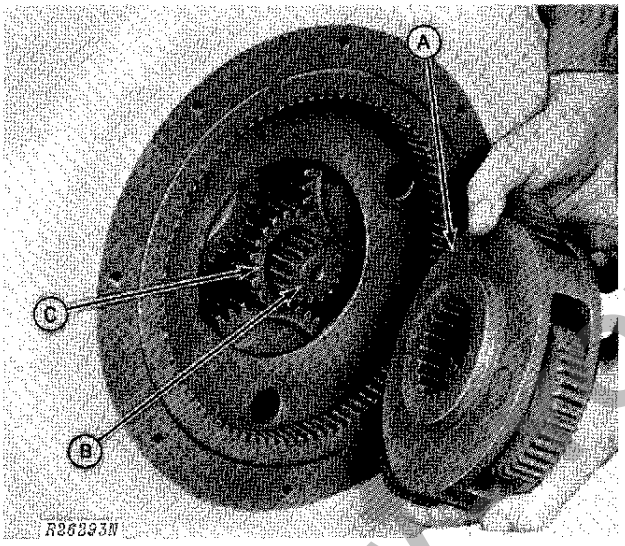
Planetary Removal

1. Place tractor splitting stand on tractor frame and raise tractor for ample tire clearance.

NOTE: If control valve is also to be removed, splitting stand should be installed as near as possible to tractor step.

2. Remove tire and rim if wheel housing is to be removed.

3. Remove plug from outside of wheel housing and drain oil.



A—First Planetary **C—Second Sun Pinion**
B—First Sun Pinion

Fig. 4-Removing Outer Planetary

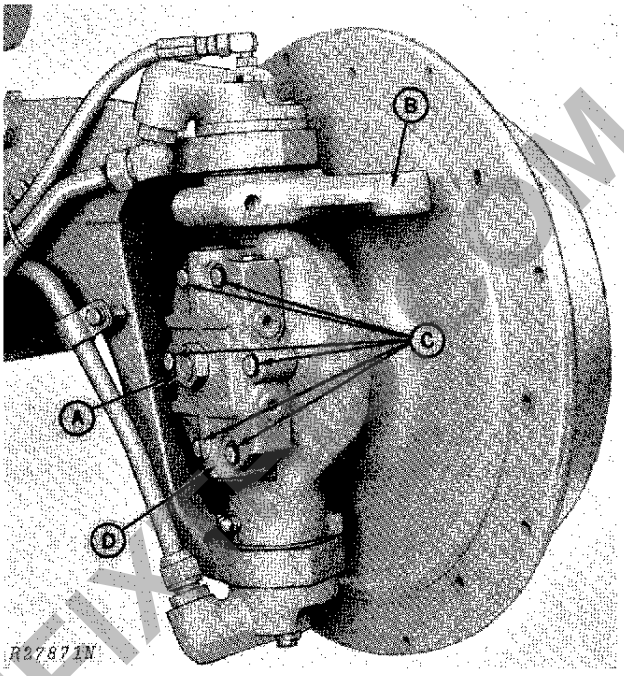
4. Remove outer wheel cover and remove planetary (A, Fig. 4).

5. Remove first sun pinion stub shaft (B) and second planetary sun pinion (C).

6. Remove eight cap screws securing planetary housing to the wheel hub.

7. Remove planetary housing and second planetary as a unit exposing brake and brake piston housing.

Wheel Manifold and Motor Removal



A—Relief Valve **C—Cap Screws**
B—R.H. Steering Arm **D—Oil Manifold**

Fig. 5-Wheel Motor Oil Manifold Removal

1. Remove tie rod at steering arm (B, Fig. 5) and turn wheel for manifold removal.

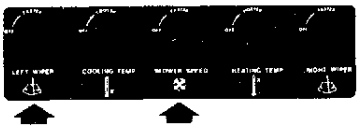
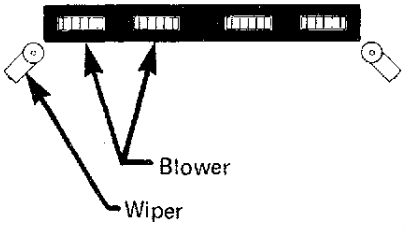
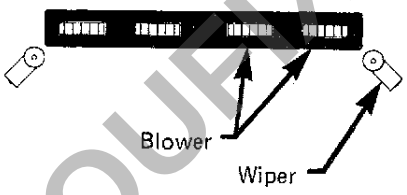
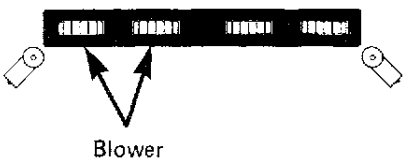
2. Remove relief valve (A) from manifold.

3. Remove manifold cap screws (C) and lift oil manifold (D) off dowel pins.

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SGB ACCESSORY CIRCUITS

Step	*Sequence*	*Result*
A1 **OPERATIONAL CHECK: (SGB with 2-speed blower switch)** **(Three-speed switch GO TO B1)** Key switch "ON". Blower switch at "HIGH". Momentarily turn LH wiper switch to "SLOW". 	Observe LH blower and LH wiper motors for operation. 	Both operate: **GO TO A2** One operates: **GO TO A3** Neither operates: **GO TO A4**
A2 Key switch "ON". Blower switch at "HIGH". Momentarily turn RH wiper switch to "SLOW". 	Observe RH blower and RH wiper motors for operation. 	Both operate: **GO TO A5** One operates: **GO TO A3** Neither operates: **GO TO A4**
A3 There is "SUFFICIENT" voltage to the SGB control panel. Reference schematic No. 7-1 to isolate malfunction to a motor or wiring problem.		Repair circuit. Then... **GO TO A1**
A4 There is "INSUFFICIENT" voltage to the SGB control panel. Reference schematic No. 7-1 and 7-2 to isolate malfunction to a motor or wiring problem.		Repair circuit. Then... **GO TO A1**
A5 Key switch "ON". Blower switch at "HIGH". If ambient temperature is below 35°F (2°C), go to A7. Listen for an audible click of compressor clutch engagement as you turn cooling temp. control to "MAX. COOLING".  *R33152*	Observe LH blower motor for operation. 	Audible click and motor operating: **GO TO A7** No click and LH motor stops operating: Clutch circuit "GROUNDED" **GO TO A6** No click and motor operating. Clutch circuit "OPEN" **GO TO A6**

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