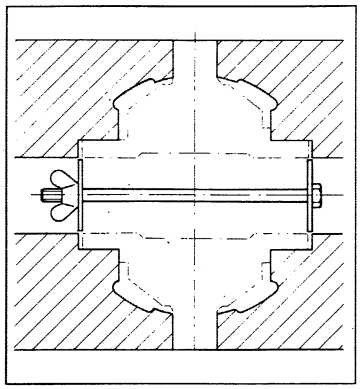
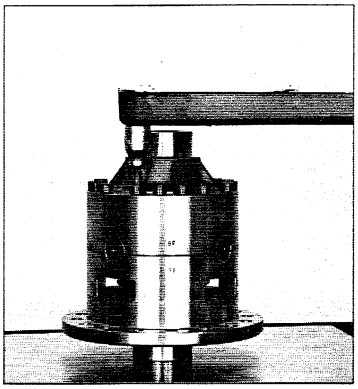


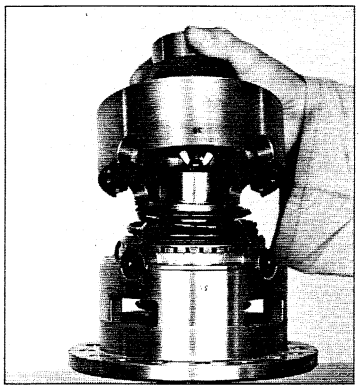


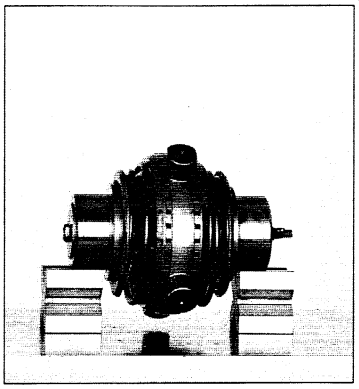
SMONTAGGIO

*AUSBAU*

DEMONTAGE

*DISASSEMBLY*



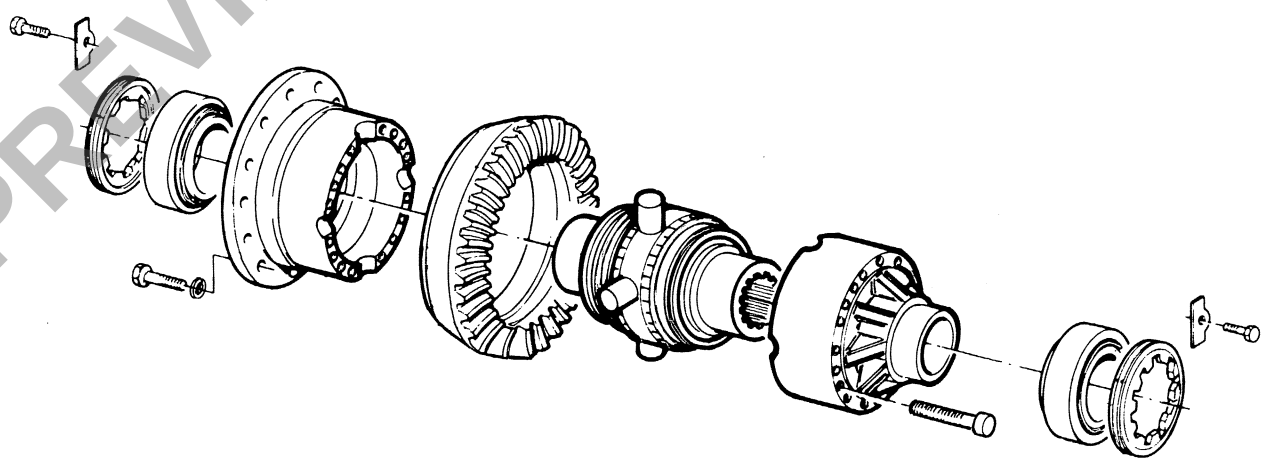


PER IL MONTAGGIO PROCEDERE IN SENSO INVERSO.
NOTE: FARE ATTENZIONE AI NUMERI DI ACCOPPIAMENTO STAMPIGLIATI SULLE MEZZE SCATOLE DIFFERENZIALE. SERRARE LE VITI DI CHIUSURA DELLE MEZZE SCATOLE E TOGLIERE LA VITE DI PRE-ASSEMBLAGGIO.
VITE M8X65-10K COPPIA DI SERRAGGIO Nm 35÷37.

*ZUR MONTAGE IN UMGEKEHRTER REIHENFOLGE VORGEHEN.*
*ACHTUNG: PAARUNGSNUMMERN AUF DEN GEHÄUSEHÄLFTEN BEACHTEN. BEFESTIGUNGSSCHRAUBEN DER GEHAEUSEHÄLFTEN ANZIEHEN UND MONTIERSCHRAUBE ENTFERNEN.*
*SCHRAUBE M8X65-10K DREHMOMENT Nm 35÷37.*

POUR LE MONTAGE PROCÉDER EN SENS INVERSE
NOTE: FAIRE ATTENTION AUX NUMEROS D'APPARIEMENT MARQUES SUR LES DEMI-CARTERS DIFFERENTIEL. ENLEVER LA VIS DE PRE-ASSEMBLAGE APRES A VOIR SERRE LES VIS DE FERMETURE DES DEMI-CARTERS.
VIS M8X65-10K COUPLE DE SERRAGE Nm 35-37.

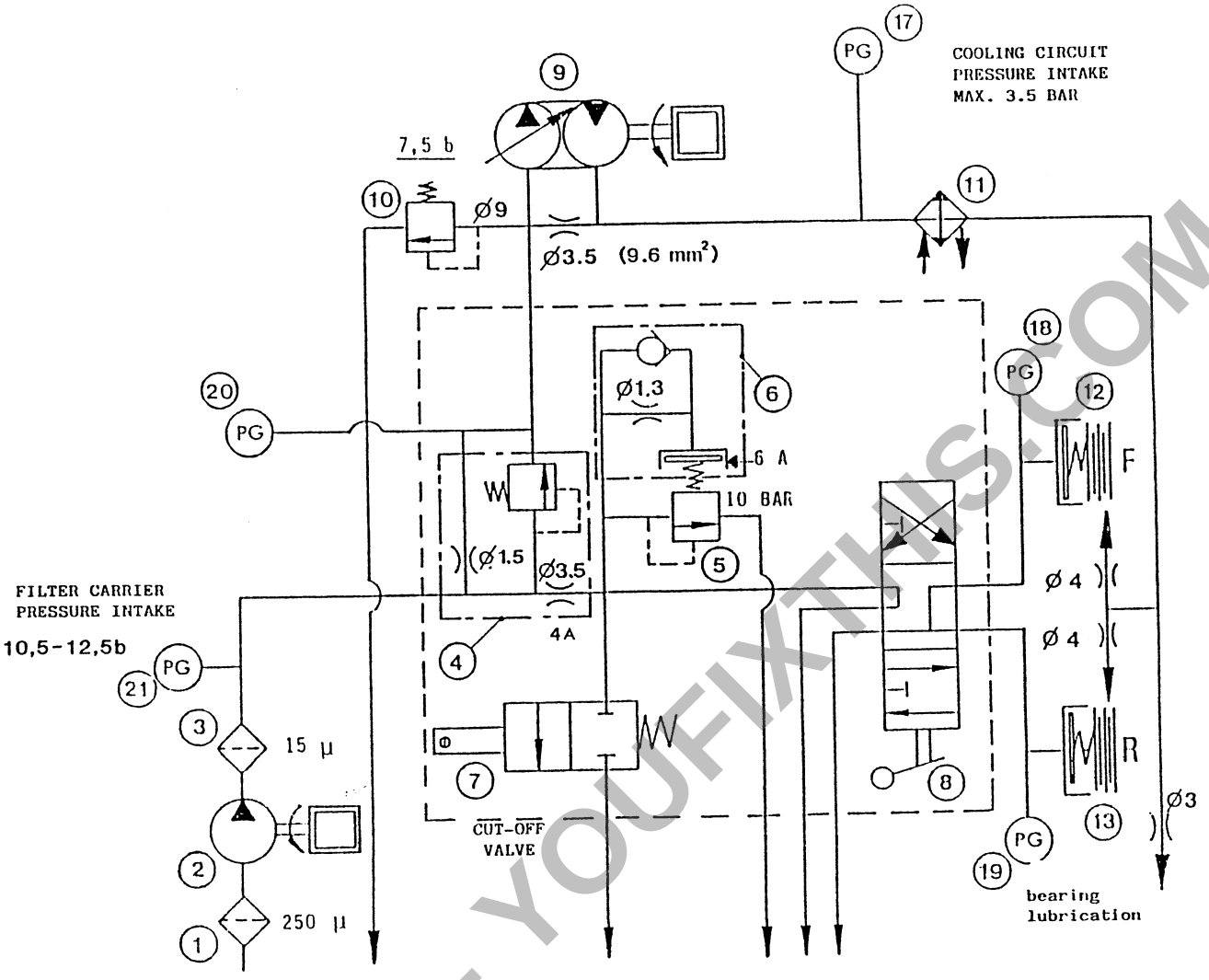
*PROCEED IN REVERSE ORDER FOR ASSEMBLY.*
*NOTE: OBSERVE PAIRING NUMBER ON CASE HALVES. TIGHTEN THE FIXING BOLTS OF THE CASES AND REMOVE MOUNTING BOLT.*
*BOLT M8X65-10K TORQUE Nm 35-37.*



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# TRANSMISSION HYDRAULIC CIRCUIT

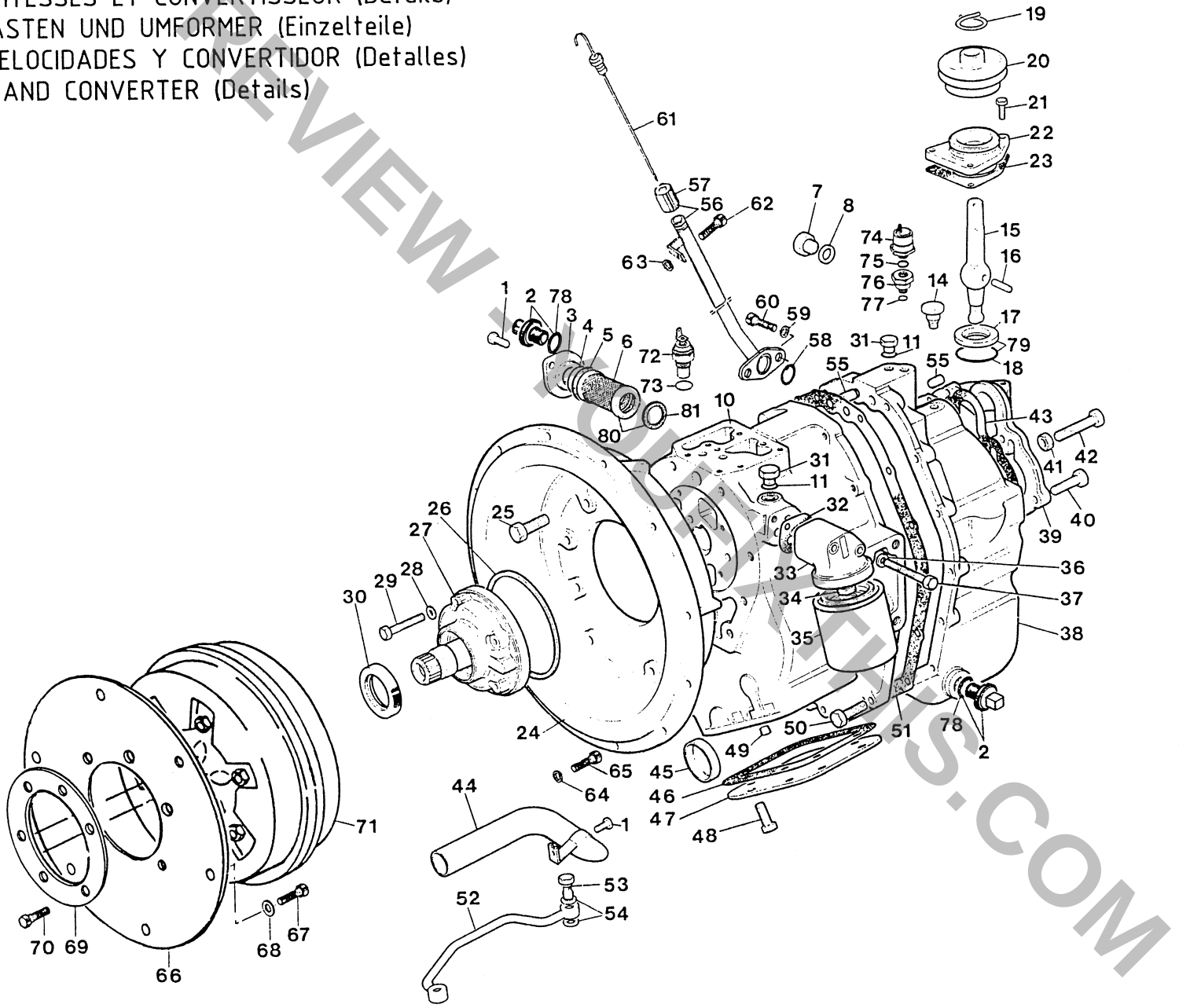



1 - Suction strainer
2 - Pump
3 - Filter
4 - Flow divider
5 - 10 bar overpressure valve
6 - Piloting valve
7 - Cut-off valve
8 - Forward/reverse slide valve
9 - Torque converter
10 - 7.5 b converter protection valve
11 - Oil cooler
12 - Forward clutch
13 - Reverse clutch
17 - Cooler inlet
18 - Forward clutch
19 - Reverse clutch
20 - 7.5 bar converter pressure
21 - Pump pressure

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BOITE DE VITESSES ET CONVERTISSEUR (Détails)
GETRIEBEKASTEN UND UMFORMER (Einzelteile)
CAJA DE VELOCIDADES Y CONVERTIDOR (Detalles)
GEAR BOX AND CONVERTER (Details)




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RECOMMENDED TIGHTENING TORQUES (in Mkg)

| | | |
|---|---|---|
| Nuts, connecting rod | 12.7 | |
| Locking screw, connecting rod | 15.8 | |
| Crankshaft assembly | | |
| • locking screw, main bearings | 27 | |
| • locking screw, crankshaft pulley | 11.8 | |
| Drive and timing case assembly | | |
| • locking screw, timing case | 2.2 | |
| • locking screw, intermediate gear | 4.5 | |
| • locking screw, camshaft timing gear | 8 | |
| • nut, timing case cover | 2.2 | |
| Lubricating circuit | | |
| • plug, oil sump | 3.5 | |
| • locking screw, oil pump cover | 2.9 | |
| • screws, oil sump | 2.2 | |
| Fuel circuit | | |
| • locking screw, injector | 1.2 | |
| • nut, injection pump | 8.2 | |
| Cooling circuit | | |
| • locking screw, fan drive housing to timing case | 4.5 | |
| Engine flywheel and housing | | |
| • locking screw, flywheel to crankshaft | 10.7 | |
| • locking screw, flywheel housing to cylinder block M10 | 4.5 | |
| M12 | 7.6 | |

CAPACITY

| | | |
|---|---|---|
| Crankcase | 7.6 | L. |
| Cooling system | 15 | L. |

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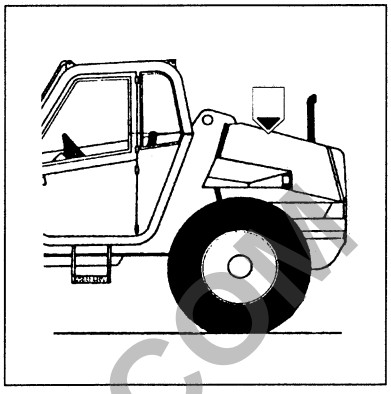
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## *ENGINE/TRANSMISSION/CONVERTER REMOVAL*

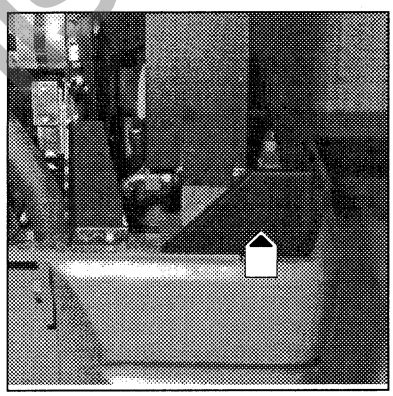
**Procedure :**

- Disconnect the battery
- Remove the engine hood (Fig. 1)
- Remove the rear grille (Fig. 2) (19 mm wrench)
- Remove the hood stop (Fig. 3) (19 mm wrench)
- Remove the bottom radiator fixing (Fig. 4) (19 mm wrench)
- Strap the radiator to the engine (Fig. 5)
- Place a piece of protective cardboard between the fan blades and the radiator core.
- Remove the radiator support rods (Fig. 6)
- Remove the top exhaust pipe (Fig. 7)
- Unscrew the exhaust hose clamp (Fig. 8)

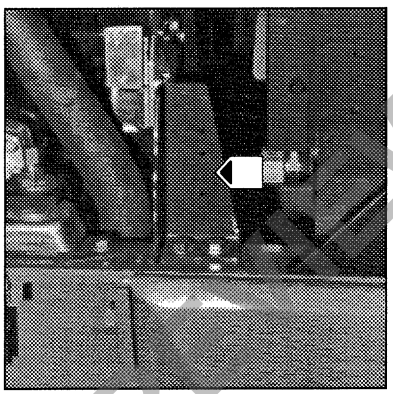
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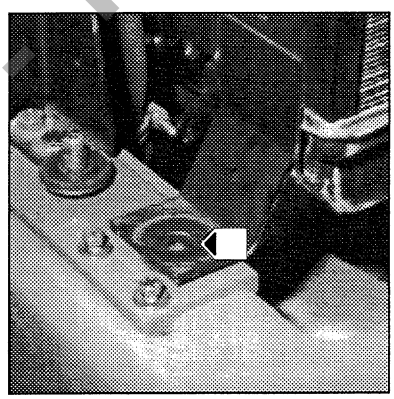
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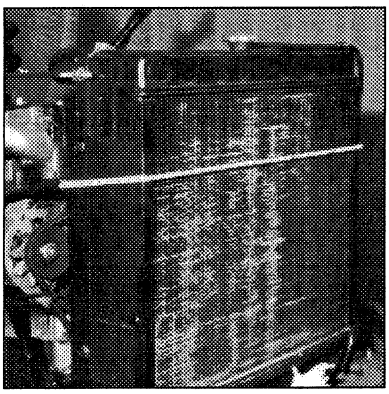
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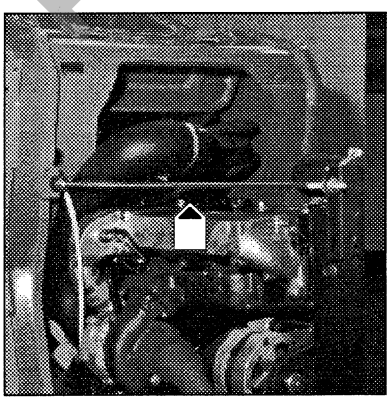
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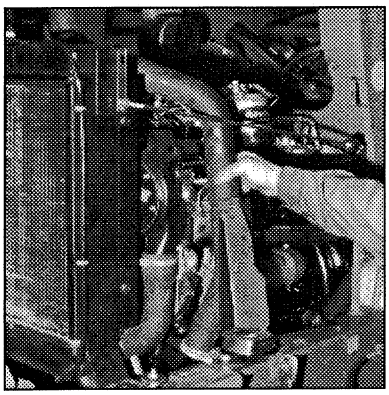
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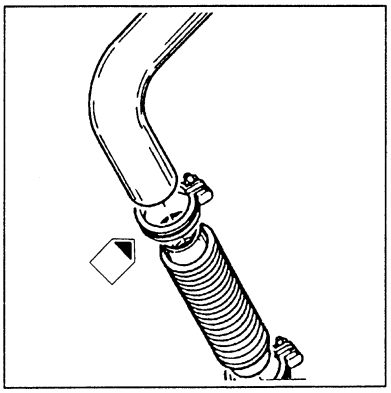
*6*



*7*



*8*



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LOSS OF POWER - STARTING SLUGGISH

1 - Check the axles and the brakes.

2 - Engine poor performance.

3 - Oil level insufficient.

4 - Converter oil pressure too low (See Test 2).

5 - Pressure too low for the clutches (See Tests 3 & 4).

6 - Clutches worn-out.

7 - Internal leaks

EXCESSIVE TEMPERATURE OF THE TRANSMISSION

1 - Oil level incorrect (too low or too high).

2 - Cooling system restricted.

3 - Pressure insufficient (See Test 1).

4 - Flow rate insufficient to the converter (See Test 2).

5 - Excessive use of the cut-off valve.

6 - Excessive use in stalling.

* Oil pressure too low at point 1

When the pressure is insufficient at point 1 it will also be insufficient at the other points as it is the main pressure from the pump.

Cause :

Pump or pump seal damaged, valve jammed, strainer obstructed or line restricted between pump or filter.

* Oil pressure too high at point 1

When the pressure is excessive, check that the working temperature has been reached ; if the temperature is correct, one valve in the control-valve is stuck, or one line is obstructed.

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**ENGINE 1004.4** Mounted on MLT 626/725 Series 2/3
MLT 523/526

MANUFACTURER : PERKINS

## TECHNICAL CHARACTERISTICS

| | | | |
|---|---|---|---|
| Power (DIN 70020) | | 82 | cont. hp. |
| Injection | | direct | |
| Number of cylinders | | 4 | |
| Bore | | 100 | mm |
| Stroke | | 127 | mm |
| Displacement | | 3990 | cc |
| Nominal speed | | 2300 | rpm |
| Max. unloaded speed | | 2475 | rpm |
| Idling speed | | 775 | rpm |
| Compression ratio | | 16.5:1 | |
| Injection sequence (n°1 valve side) | | 1.3.4.2. | |
| Injector calibration | | 250 | bar |
| Cold valve setting | inlet | 0.20 | mm |
| | exhaust | 0.45 | mm |
| Valve shrinkage | inlet | 1.27 / 1.60 | mm |
| | exhaust | 1.28 / 1.83 | mm |
| Hot engine oil pressure | | 4.9 to 4.35 | bar |
| Thermostat | begins to open | 81 ± 4°C | |
| | fully open | 95 ± 3°C | |
| Lift | | 9.1 | mm |

## CYLINDER HEAD

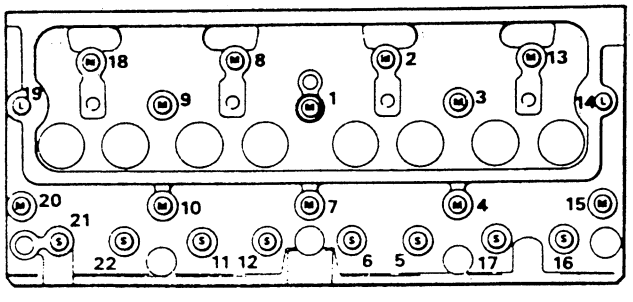
| | | |
|---|---|---|
| Original height | 102.79/103.59 | mm |
| Min. height | 102.48 | mm |
| Max. run-out | 0.08 | mm trans. |
| | 0.15 | mm long. |

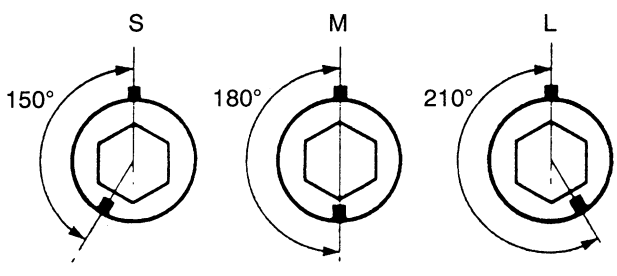
## TIGHTENING PROCEDURE

Oil the screws
Gradually tighten in three steps to a torque of 11 mkg (4, 9, 11)
Check tightening
Note position of screws and apply angle according to screw length

- screw (S) 150°
- screw (M) 180°
- screw (L) 210°

It is not necessary to retighten the engine cylinder head when hot or after starting up the engine.






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# TRANSMISSION MAINTENANCE

RECOMMENDED LUBRICANTS

OILS USED IN THIS TRANSMISSION MUST ALL MEET THE FOLLOWING SPECIFICATIONS :

| GRADE | SPECIFICATIONS | CLASS |
|---|---|---|
| 10W30 | API GL 4 | MIL-L-2105B |
| | ALLISON C3 | |

OIL USED BY MANITOU :
SHELL DONAX TM

CAPACITY (GEAR BOX ONLY) : 8,5 L

OPERATING TEMPERATURE : 85-90°C
In order to ensure a good lubrication and a good operating temperature it is important to use the specified oil and to maintain the correct level.

OIL AND FILTER CHANGING

It is recommended to change the oil at the following intervals :

After the first 50 hours of work.

Then every 900 hours maximum afterward. Always clean the strainer when changing the oil.

Replace the filter after the first 50 hours of work and every 450 hours afterward.

Many factors having an influence on the oil changing require to increase the oil changing frequency.

OIL LEVEL
The level must be checked always with the oil gauge dipstick, with the engine idling.

* Do not pour oil over the upper mark as this could cause overheating due to oil splashing through the pinions (emulsion and deterioration of the oil). This could also cause external leaks.

Oil changing is also necessary to eliminate the metal particles of the transmission components. The particles result from a normal use.

WARNING !

To prevent a lack of lubrication in the transmission when towing the machine on long distances, it is recommended to uncouple the gearbox output shaft.

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| PROBLEMA/*PROBLEM*<br>PROBLEME/*PROBLEM* | CAUSE/*URSACHE*<br>CAUSE/*CAUSE* | RIMEDI/*ABHILFE*<br>REMEDE/*CORRECTION* |
|---|---|---|
| Rumorosità uguale sia in tiro che in rilascio<br>*Geräusch im Zug und im Schub gleich stark*<br>Bruit en traction ou en retenue<br>*Noise during coast and under power the same* | 26. Cuscinetti dei mozzi danneggiati<br>*26. Lager der Radnaben beschädigt*<br>26. Roulements des moyeux endommagés<br>*26. Wheel bearings damaged* | Sostituire i particolari in avaria come descritto a pagina 14.<br>*Beschädigte Teile gemäß Anweisungen auf Seite 14 ersetzen.*<br>Remplacer les pièces endommagées selon description page 14.<br>*Replace and adjust as described on page 14.* |
| Rumorosità più elevata in tiro piuttosto che in rilascio<br>*Geraeusch staerker im Zug als im Schub*<br>Bruit plus éleve en traction qu'en retenue<br>*Noise under power greater than during coast* | 27. Livello olio basso<br>*27. Niedriger Ölstand*<br>27. Niveau d'huile insuffisant<br>*27. Low oil level* | Rabboccare olio fino a livello.<br>*Schmieröl nachfüllen bis richtiger Ölstand wieder hergestellt ist.*<br>Refaire le niveau d'huile<br>*Refill oil to proper level* |
| | 28. Olio non idoneo<br>*28. Ungeeignetes Schmieröl*<br>28. Huile incorrect<br>*28. Incorrect lubricant* | Vedi rimedio N. 17<br>*Siehe Abhilfe N. 17.*<br>Voir remède N.17<br>*See correction N. 17.* |
| | 29. Coppia conica usurata<br>*29. Kegel- und Tellerrad verschlissen*<br>29. Usure du couple conique<br>*29. Ring and pinion worn* | Ispezionare attraverso il coperchio posteriore. Sostituire la coppia conica come descritto da pag.28 a 36.<br>*Durch die heckseitige Bohrung überprüfen. Kegel- und Tellerrad gemäß Anweisungen von Seite 28 bis 36 ersetzen.*<br>Inspectioner au travers du couvercle posterieur. Remplacer le couple conique comme décrit de la page 28 à la page 36.<br>*Inspect through rear cover. Replace and adjust as described from page 28 to 36..* |
| | 30. Cuscinetti della coppia conica usurati<br>30. *Kegelrollenlager des Kegel- und Tellerrad-paares verschlissen*<br>30. Usure des roulements du couple conique<br>*30. Worn ring and pinion bearings* | Sostituire i particolari in avaria come descritto da pagina 28 a 36.<br>*Beschädigte Teile gemäß Anweisungen von Seite 28 bis 36 ersetzen.*<br>Remplacer les pièces endommagées comme décrit de la page 28 à la page 36.<br>*Replace and adjust as described from page 28 to 36.* |
| | 31. Planetari o cuscinetti dell'epicicloidale usurati<br>*31. Planetenräder oder Lager der Planetenab-triebe verschlissen*<br>31. Usure des planétaires ou roulement de l'épicycloïdale<br>*31. Worn planetary gears or bearings* | Sostituire i particolari in avaria come descritto a pagina 13.<br>*Beschädigte Teile gemäß Anweisungen auf Seite 13 ersetzen.*<br>Remplacer les pièces endommagées selon description page 13.<br>*Replace as described on page 13.* |
| Rumorosità più elevata in rilascio piuttosto che in tiro<br>*Geräusch stärker im Schub als im Zug*<br>Bruit plus eleve en retenue qu'en traction<br>*Noise during coast greater than under power* | 32. Ghiera pignone allentata<br>*32. Wellenmutter des Kegelritzels lose*<br>32. Ecrou du pignon dévissé<br>*32. Loose pinion nut* | Ispezionare la coppia conica ed i rispettivi cuscinetti, se non fossero danneggiati serrare la ghiera come descritto a pagina 29 - 30.<br>*Kegel- und Tellerrad und Lager überprüfen. Sollten diese nicht beschädigt sein, Wellenmutter anziehen gemäß Anweisungen auf Seite 29 - 30.*<br>Inspecter le couple conique et les roulements et si rien n'est endommagé, resserrer l'ecrou selon description page 29 - 30-.<br>*Inspect ring, pinion and pinion bearings. If undamaged, retighten nut as described on page 29 - 30.* |
| | 33. Solo un cuscinetto del pignone è danneggiato<br>*33. Nur eines der Lager des Kegelritzels ist beschädigt*<br>33. Seulement un roulement du pignon est endommage | Vedi rimedio N. 30<br>*Siehe Abhilfe N. 30*<br>Voir remède N.30<br>*See correction N. 30* |

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# TROUBLESHOOTING HYDRAULIC SYSTEM

In case of any transmission malfunction, the fault must be traced in a sequential order. The procedure must be applied with the transmission still in place, as most hydraulic malfunctions cannot be traced easily when the transmission will be removed. To facilitate the fault tracing, it is recommented to use the following steps :

THE TRANSMISSION DOES NOT WORK IN BOTH DIRECTIONS :

1 - Oil level too low, or no oil at all.
2 - Main pressure too low. See Test 1.
3 - Mechanical damage in the transmission.
4 - Seals worn out or damaged.
5 - Cut-off valve or any other valve open.
6 - Pump driving pawls broken.
7 - Converter damaged or converter drive unserviceable
8 - Forward/Reverse slide-valve not operating.

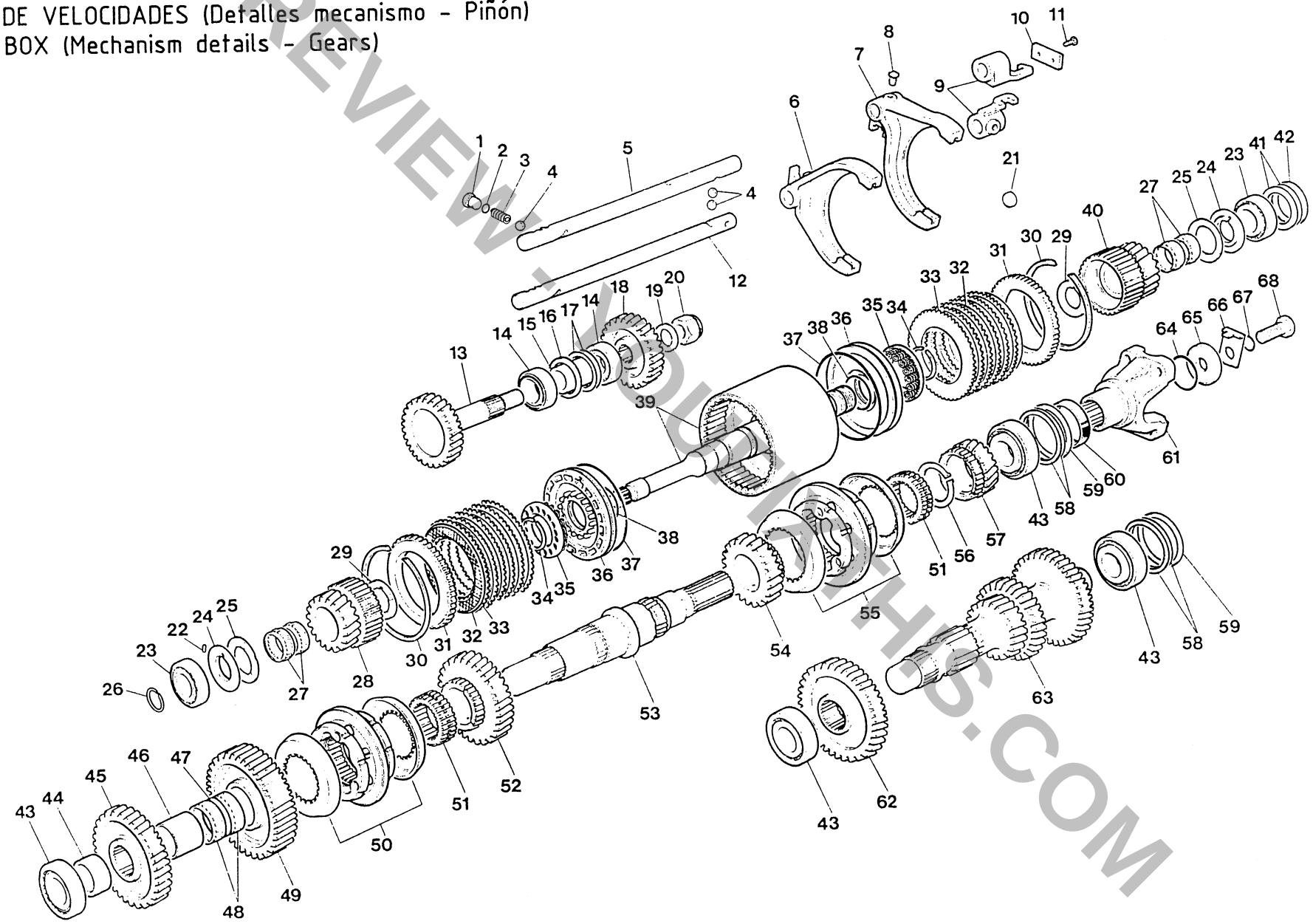
THE TRANSMISSION WORKS IN ONE DIRECTION ONLY :

1 - Pressure insufficient for the hydraulic clutch. See Tests 3 & 4.
2 - Abnormal wear of the clutch, hence slippage.
3 - Clutch plunger seal or input shaft worn or broken, hence internal leaks.
4 - Mechanical component broken.
5 - Forward/Reverse slide-valve jammed in one direction.

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BOITE DE VITESSES (Détails mécanismes - Pignonnerie)
GETRIEBEKASTEN (Mechanismus einzelteile - Zahnrad)
CAJA DE VELOCIDADES (Detalles mecanismo - Piñón)
GEAR BOX (Mechanism details - Gears)



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RECOMMENDED TIGHTENING TORQUES (in Mkg)

| | | |
|---|---|---|
| Nuts, connecting rod | 12.7 | |
| Locking screw, connecting rod | 15.8 | |
| Crankshaft assembly | | |
| • locking screw, main bearings | 27 | |
| • locking screw, crankshaft pulley | 11.8 | |
| Drive and timing case assembly | | |
| • locking screw, timing case | 2.2 | |
| • locking screw, intermediate gear | 4.5 | |
| • locking screw, camshaft timing gear | 8 | |
| • nut, timing case cover | 2.2 | |
| Lubricating circuit | | |
| • plug, oil sump | 3.5 | |
| • locking screw, oil pump cover | 2.9 | |
| • screws, oil sump | 2.2 | |
| Fuel circuit | | |
| • locking screw, injector | 1.2 | |
| • nut, injection pump | 8.2 | |
| Cooling circuit | | |
| • locking screw, fan drive housing to timing case | 4.5 | |
| Engine flywheel and housing | | |
| • locking screw, flywheel to crankshaft | 10.7 | |
| • locking screw, flywheel housing to cylinder block M10 | 4.5 | |
| M12 | 7.6 | |

CAPACITY

| | | |
|---|---|---|
| Crankcase | 7.6 | L. |
| Cooling system | 15 | L. |

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- Remove the RH and LH silent-block shock absorber retaining screws (Fig. 9)

- Disconnect the cables to

  • the starting motor
  • the alternator
  • the glow plug

- Disconnect

  • the air filter plugging
  • the gearbox temperature connector
  • the converter pressure connector
  • the engine stop on injection pump
  • the engine oil pressure connector
  • the engine water temperature connector

- Remove

  • the inching cable
  • the accelerator cable
  • the drive reverser cable
  • the gear lever

- Remove LH silent-block retaining screw on gearbox (Fig. 10)

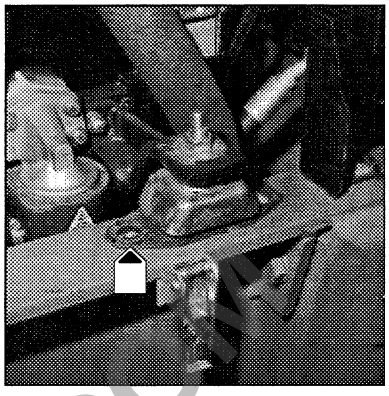
- Remove RH side silent-block assembly (Fig. 11)

- Remove RH side hydraulic hose bracket (Fig.12) (13 mm wrench)

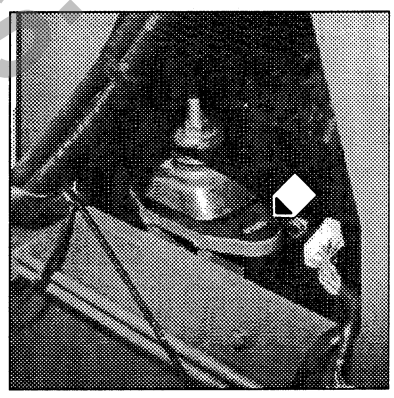
- Disconnect the two diesel hoses (Fig. 13) (14 mm wrench)

- Disconnect the heater hoses (Fig. 14)

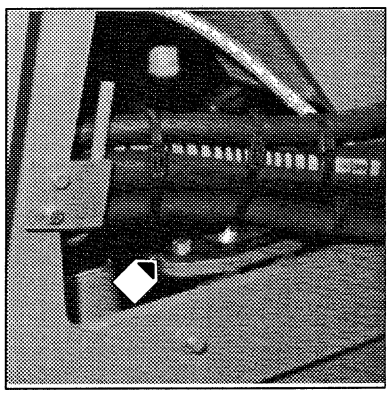
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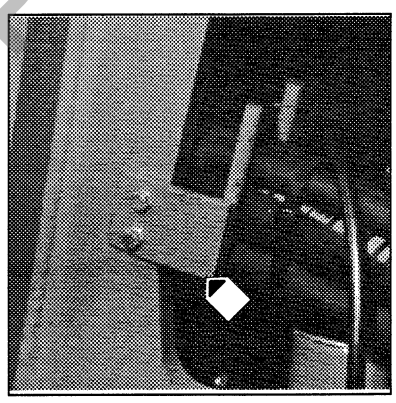
*10*



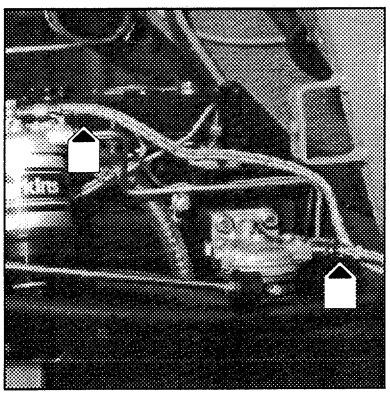
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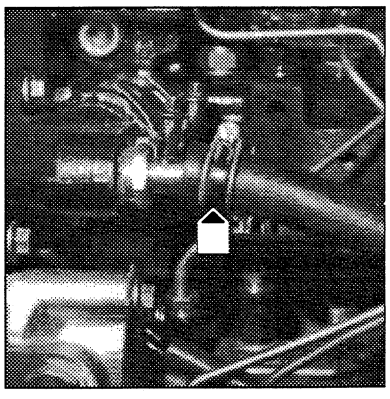
*12*



*13*



*14*



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**ENGINE 1004.4 T** Mounted on MLT 626/725 Series 2/3 Turbo
MLT 523/526 Turbo

MANUFACTURER : PERKINS

## TECHNICAL CHARACTERISTICS

| | | | |
|---|---|---|---|
| Power (DIN 70020) | | 106 | cont. hp. |
| Injection | | direct | |
| Number of cylinders | | 4 | |
| Bore | | 100 | mm |
| Stroke | | 127 | mm |
| Displacement | | 3990 | cc |
| Nominal speed | | 2300 | rpm |
| Max. unloaded speed | | 2475 | rpm |
| Idling speed | | 775 | rpm |
| Compression ratio | | 16.0:1 | |
| Injection sequence (n°1 valve side) | | 1.3.4.2. | |
| Injector calibration | | 250 | bar |
| Cold valve setting | inlet | 0.20 | mm |
| | exhaust | 0.45 | mm |
| Valve shrinkage | inlet | 1.27 / 1.60 | mm |
| | exhaust | 1.28 / 1.83 | mm |
| Hot engine oil pressure | | 4.9 to 4.35 | bar |
| Thermostat | begins to open | 81 ± 4°C | |
| | fully open | 95 ± 3°C | |
| Lift | | 9.1 | mm |

## CYLINDER HEAD

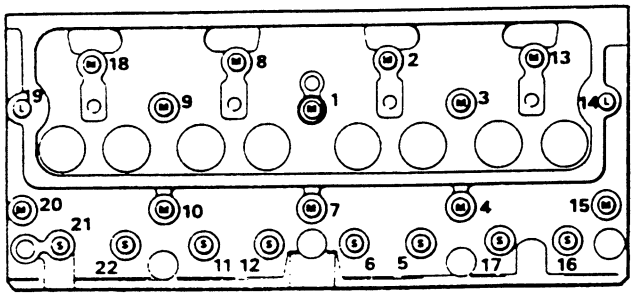
| | | |
|---|---|---|
| Original height | 102.79/103.59 | mm |
| Min. height | 102.48 | mm |
| Max. run-out | 0.08 | mm trans. |
| | 0.15 | mm long. |

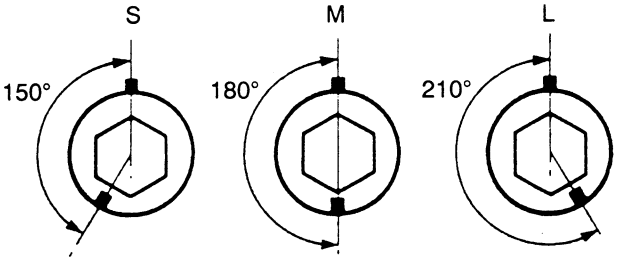
## TIGHTENING PROCEDURE

Oil the screws
Gradually tighten in three steps to a torque of 11 mkg (4, 9, 11)
Check tightening
Note position of screws and apply angle according to screw length

- screw (S) 150°
- screw (M) 180°
- screw (L) 210°

It is not necessary to retighten the engine cylinder head when hot or after starting up the engine.






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## PARTS TO BE LUBRICATED

FRONT AXLE DIFFERENTIAL

- Capacity : 8.5 litres
- Oil : MOBIFLUID 422
- Pack : 25 L. Ref. 479 212

REAR AXLE DIFFERENTIAL

- Capacity : 8.5 litres
- Oil : SHELL SPIRAX HD 80W/90
- Pack : 20 L. Ref. 161 585
  56 L. Ref. 466 238

FRONT / REAR REDUCERS

- Capacity : 0.6 litre
- Oil : SHELL SPIRAX HD 80W/90

TRANSFER CASE

- Capacity : 0.6 litre
- Oil : SHELL SPIRAX HD 80W/90

BRAKE CIRCUIT

- Oil : SHELL S 8214 B (LHM)
- Pack : 1 L. Ref. 479 252

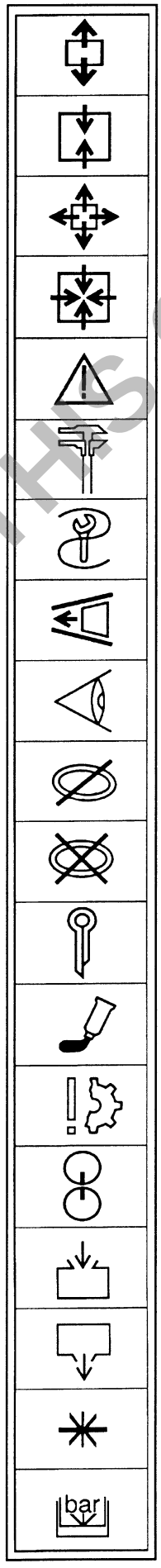
## FREQUENCY

- 50 hours : brake oil level
- 150 hours : differentials, reducers and transfer case oil level
- 900 hours */** : differentials, reducers and transfer case oil change

* or annually if the truck has not reached this level within a year.

** first oil change after 50 working hours.

***SYMBOLS***




Removal of subassemblies

Fitting of subassemblies

Removal of cumbersome parts

Fitting of cumbersome parts

Caution - important notice

Check/adjust eg. torques, measurements, pressure etc.

T = Special tools P = Page

Fit the right way round

Check, examine, visual inspection

May be re-used (replace if necessary)

Replace on every fitting

Remove - apply safety device

Apply safety device, fix with adhesive (liquid mastic)

Avoid damage to materials, damage to parts

Mark before removal (for assembly)

Load/fill (oil, lubricant)

Drain, lubricant

Tighten

Pressurize hydraulic circuit

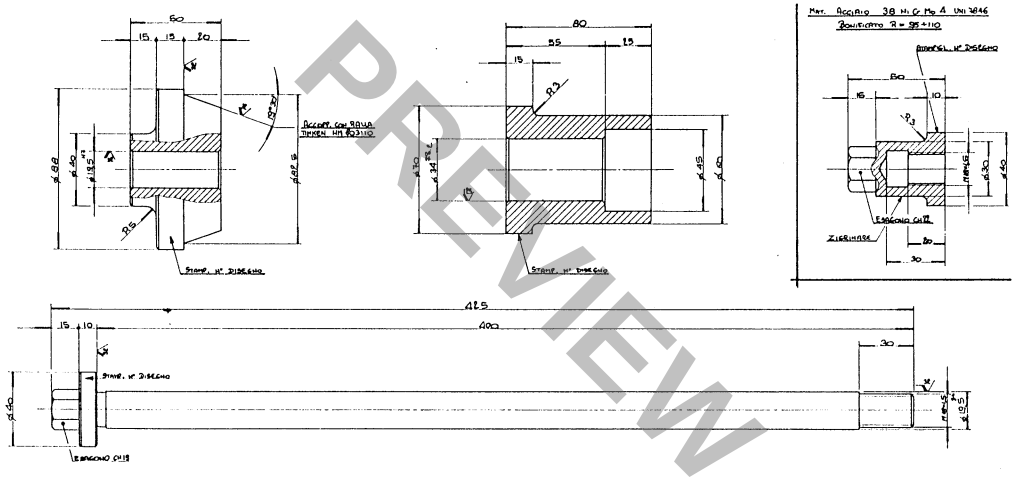
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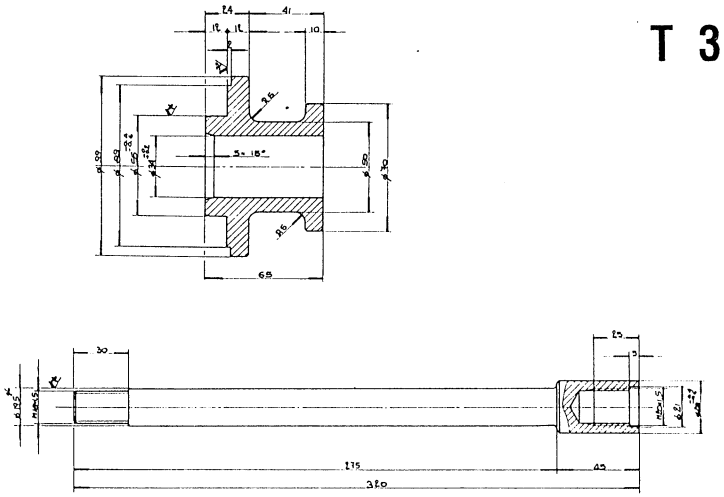


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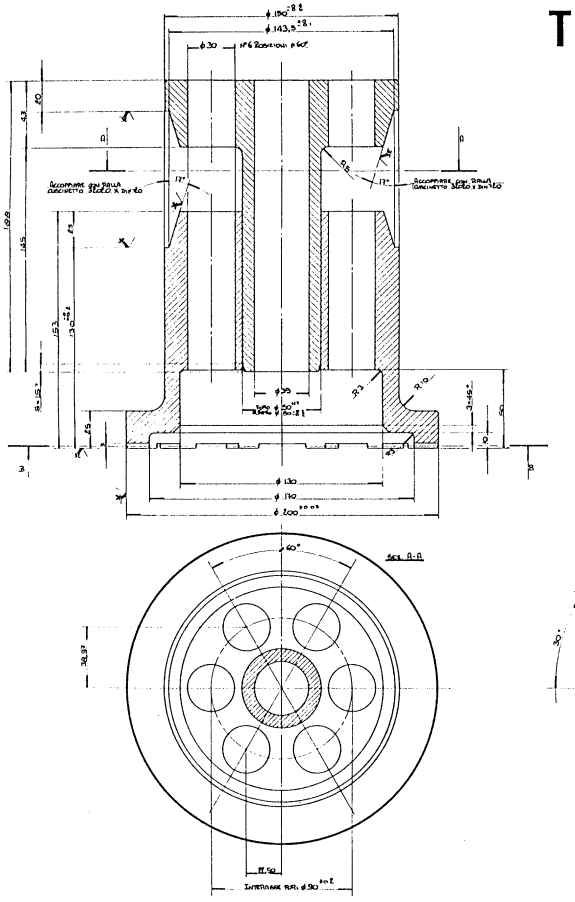
## T 30





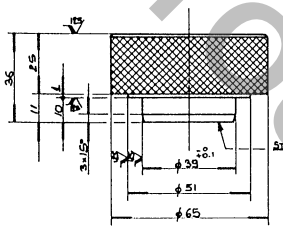
1.6.60.3.8.1565

## T 32



1.6.60.3.8.1612

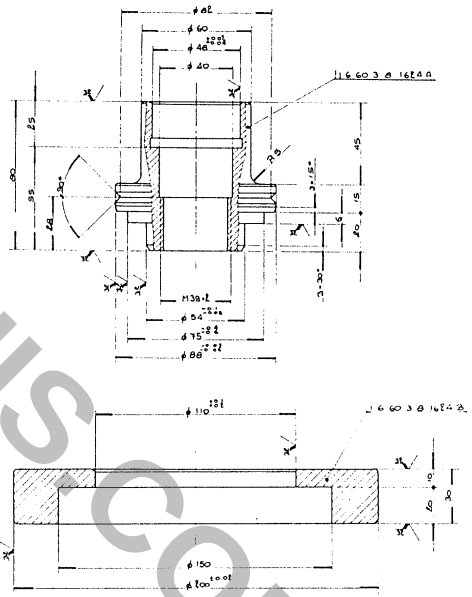
## T 31



DRAWING -PAG./SEITE 15

1.6.60.3.8.1574

## T 33



DRAWING
PER SOLUZIONE "A-B" - PAGINA 31
*FÜR LÖSUNG "A-B" - SEITE 31*
POUR SOLUTION "A-B" - PAGE 31
*SEE PAGE 31 FOR SOLUTION "A-B"*

1.6.60.3.8.1624

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* Oil pressure too low at point 2

When the pressure is too low, the fault can be in the control-valve unit or in the converter supply lines.

Cause :

Seal or O-ring faulty allowing the oil to return into the casing - valve stuck allowing the oil to return into the casing ; converter oil inlet seal leaking.

* Oil pressure too high at point 2

When the pressure is too high the fault is with the regulating valve.

Cause :

The valve is jammed in open position so that the flow rate is too important for the converter or the oil cooler.

* Oil pressure too low at point 3

- Neither Forward nor Reverse :

  - Cutt-off solenoid of the gear box jammed in open position.
  - 1.3 dia. nozzle obstructed in valve (6).
  - Valve (5) remains jammed in open position.

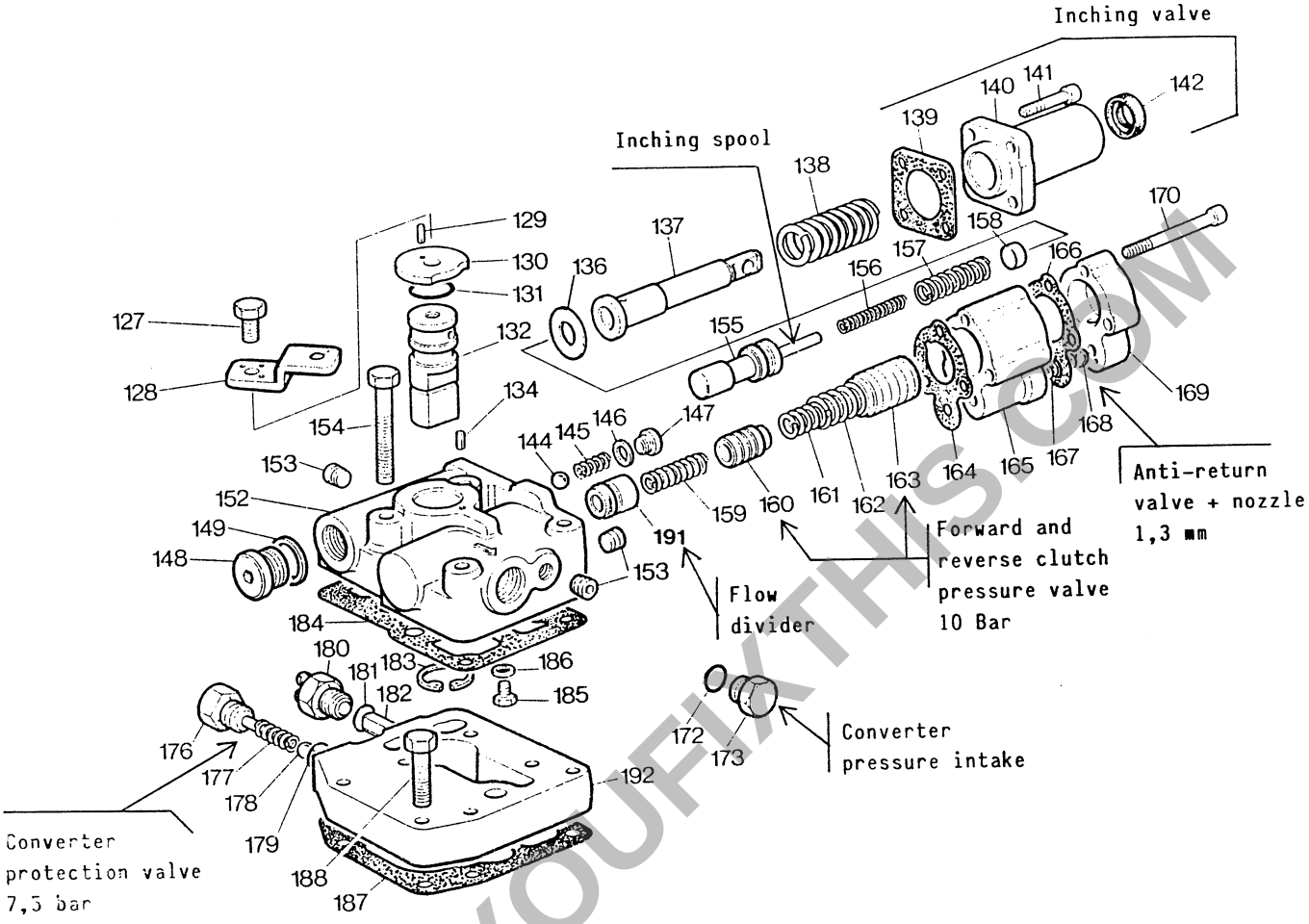
- Works in one direction only :

  - Slide-valve jammed on one direction.
  - One of the control valve seals is leaking.
  - One Forward or Reverse clutch, plunger, seal or plunger ring is leaking.

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# CONTROL VALVE




When the inching valve is not operating, the two clutch max. pressure is 2 bar.

If the 1,3 mm nozzle is obstructed, the clutch pressure is 2 bar. Block 169 is therefore to be disassembled and cleaned.

| | | | | | |
|---|---|---|---|---|---|
| 127 | Screw | 149 | Washer | 170 | Screw |
| 128 | Selector Lever | 152 | Valve Housing | 172 | "O" Ring |
| 129 | Tension Pin | 153 | Taper Plug | 173 | Plug |
| 130 | Selector Stop | 154 | Screw | 176 | Spring Guide |
| 131 | "O" Ring | 155 | Inching Spool | 177 | Spring |
| 132 | Selector Valve | 156 | Inner Spring | 178 | Ball |
| 134 | Tension Pin | 157 | Outer Spring | 179 | "O" Ring |
| 136 | Spacer | 158 | Spacer | 180 | Neutral Start Switch |
| 137 | Inching valve | 159 | Spring | 181 | "O" Ring |
| 138 | Spring | 160 | Piston | 182 | Actuating Pin |
| 139 | Gasket | 161 | Inner Spring | 183 | Circlip |
| 140 | Housing | 162 | Outer Spring | 184 | Gasket |
| 141 | Screw | 163 | Piston Housing | 185 | Screw |
| 142 | Oil Seal | 164 | Gasket | 186 | Washer |
| 144 | Ball | 165 | Valve Body | 187 | Gasket |
| 145 | Spring | 166 | Gasket | 188 | Screw |
| 146 | Washer | 167 | Spring | 191 | Spool |
| 147 | Plug | 168 | Ball | 192 | Adaptor |
| 148 | Plug | 169 | End Cover | | |

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