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Rocker cover

To remove **Operation 3-1**

Note: Engines are supplied with rocker covers (A or B) made of a plastic material or aluminum.

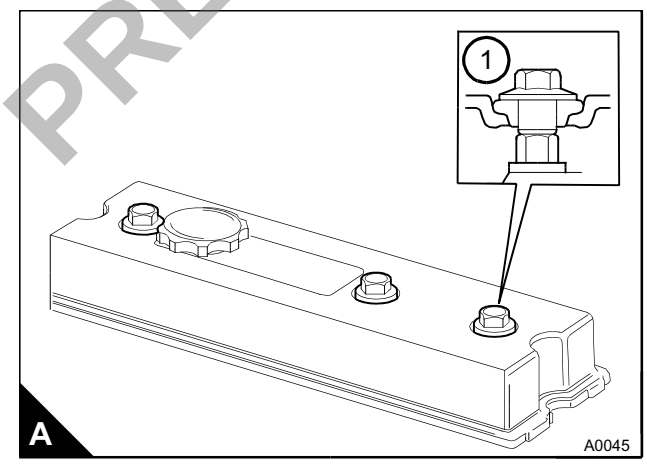
1 Disconnect the breather pipe.

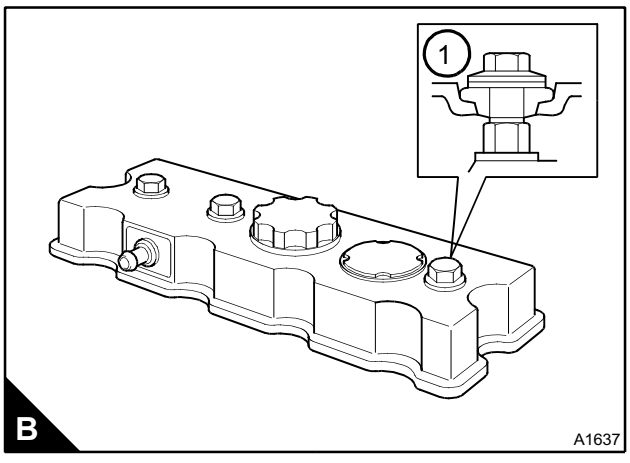
2 Remove the cap nuts and rubber seal (A1 or B1) from the top of the rocker cover and remove the heat shield, if one is installed.

3 Lift off the rocker cover and the joint.

Caution: *When the rocker cover is installed, the cap nuts are tightened onto the nuts of the rocker brackets. During removal of the cap nuts, it is possible to loosen the nuts of the rocker brackets. The nuts of the rocker brackets should be tightened to the correct torque every time the cover is removed.*

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Main bearings

To remove (with the crankshaft in position) — Operation 5-12

Notes:

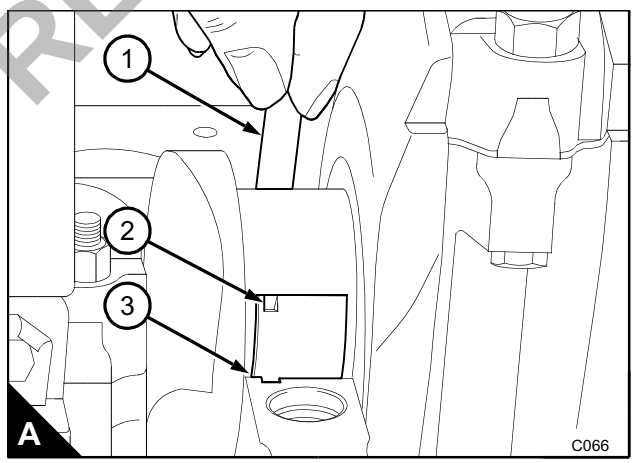
* If the rear main bearing is to be removed with the crankshaft in position, the flywheel, the flywheel housing, the rear oil seal housing and the bridge piece will have to be removed.
* Except for engines with a balancer unit installed, the front main bearing can only be removed if a suitable spanner is available that will enable the torque to be applied correctly to the setscrews of the main bearing cap. If a suitable spanner is available, the front main bearing cap can be removed together with the oil pump. For six cylinder engines, it will be necessary to remove the suction pipe and strainer and the delivery pipe. For four cylinder engines, either the balancer unit or the suction pipe and strainer, the delivery pipe and the relief valve will have to be removed.

1 Drain the lubricating oil and remove the sump, see Operation 10-3.

2 Remove all necessary components to get access to the specific bearing cap.

3 Release the setscrews of the bearing cap and remove the bearing cap. Remove the lower half of the shell bearing from the cap.

4 With a suitable tool (A1), push the upper half of the shell bearing from the side opposite to the location tag (A2) to remove the bearing tag from its recess (A3) in the bearing housing. Carefully rotate the crankshaft to release the bearing from its housing. Keep the bearing halves in their relevant positions.

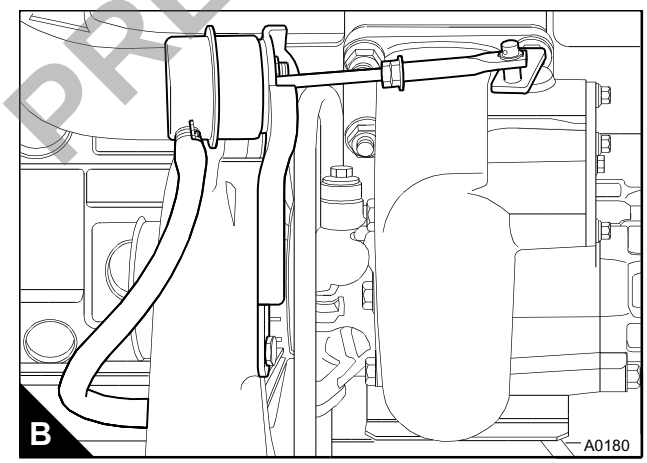


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Some turbochargers are installed with a waste-gate unit (B). This unit, which is controlled by boost pressure, allows some of the exhaust gases to bypass the turbine rotor at higher engine speeds. With this arrangement, the turbocharger can be designed to be more effective at lower engine speeds. A waste-gate guard, page 173 (A1) is installed to protect the actuator rod, page 173 (A2) of some engines.

Always use the manufacturers instructions and specialist assistance to install the service kit for the turbocharger.

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6 Put the electrical system switch to the "ON" position. Ensure that the manual stop control, if one is installed, is in the "RUN" position. Operate the starter motor until fuel, free from air, comes from the pipe connections. Tighten the high-pressure pipe connections to 22 Nm (16 lbf ft) 2,2 kgf m. Return the switch to the "OFF" position.

7 The engine is now ready to start.

Caution: *Operate the engine at low idle speed for a minimum of five minutes immediately after air has been removed from the fuel system. This will ensure that the pump is free of air and prevent any damage to the internal parts of the pump by metal to metal contact.*

If the engine runs correctly for a short time and then stops or runs roughly, check for air in the fuel system. If there is air in the fuel system, there is probably a leakage in the low pressure system.

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15 Special tools

List of special tools 247

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Piston and connecting rod

To remove **Operation 4-4**

1 Drain the lubricating oil and the cooling system.

2 Remove the cylinder head assembly, see Operation 3-9.

3 Remove all carbon from the top of the bores of the cylinders.

4 Remove the lubricating oil sump, see Operation 10-4.

5 Remove the lubricating oil pump, see Operation 10-9 or remove the balancer unit, see Operation 5-15.

***Cautions*:**

- *Do not stamp or punch the connecting rod assembly, as this could cause a fracture*
- *The pistons and connecting rods are matched to the relevant cylinder. Mark each connecting rod and piston with the cylinder number to ensure correct assembly.*

6 Remove the big end caps and the big end bearings from the connecting rods, see Operation 4-1.

Caution: *Do not allow the connecting rods to hit the piston cooling jets. If a cooling jet is hit, renew it if necessary.*

7 Rotate the connecting rods 90° to prevent contact with the piston cooling jets. Push the pistons and the connecting rods out through the top of the cylinder liners. Keep the bearings and caps together to ensure that they can be fitted in their original positions.

8 Inspect the crank pins for damage.

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Cylinder block

To dismantle — Operation 7-1

Notes:

- If the cylinder block is to be renewed, it may be necessary to change the grade of the connecting rods, see the table in Operation 4-11. This will occur if the correct piston height above the block face cannot be maintained with the original piston and connecting rod assemblies, see Operation 4-6.
- All of the components that need to be removed for access to the cylinder block are referred to in the procedure below. As a result some of the stages within operations may be repeated.

1 Ensure that all engine fluids are drained.

2 Remove the ECM, if fitted, see Operation 14-13, the wiring harness, and the speed and timing sensor, if fitted, see Operation 14-16.

3 Remove the VLPM, if fitted, see Operation 14-14.

4 Remove the lubricating oil cooler, see Operation 12-10.

5 Remove the lubricating oil filter head, see Operation 10-3.

6 Remove the cylinder head, see Operation 3-9.

7 Remove the crankshaft, see Operation 5-10.

8 Remove the piston and the connecting rod assemblies, see Operation 4-4.

9 Remove the camshaft, see Operation 6-19.

10 Remove the piston cooling jets, if fitted, see Operation 4-15.

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Caution: *Do not rotate the crankshaft when the pump is not on the engine.*

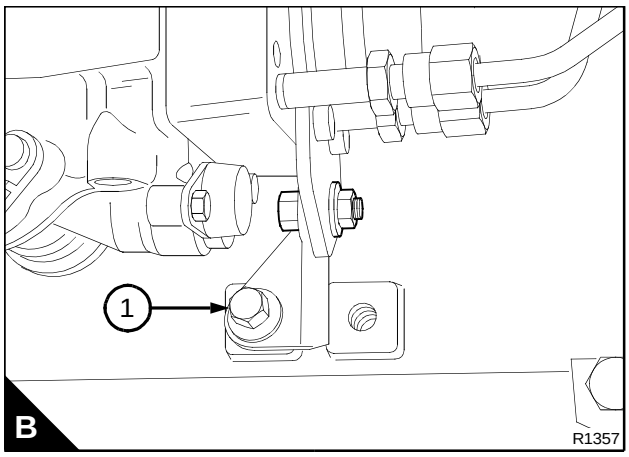
5 Remove the fuel pump gear, see Operation 6-3.

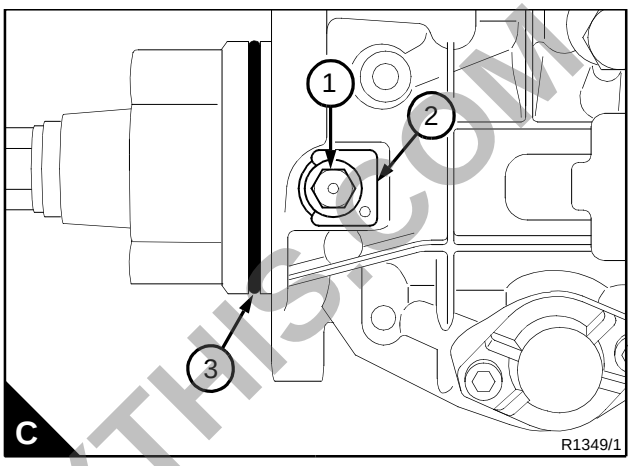
Note: Remove the KSB electrical connections.

6 Remove the setscrew from the fuel pump support bracket (B1).

7 Remove the setscrews and washers that secure the fuel pump and remove the pump.

8 Discard the fuel pump 'O' ring (C3).





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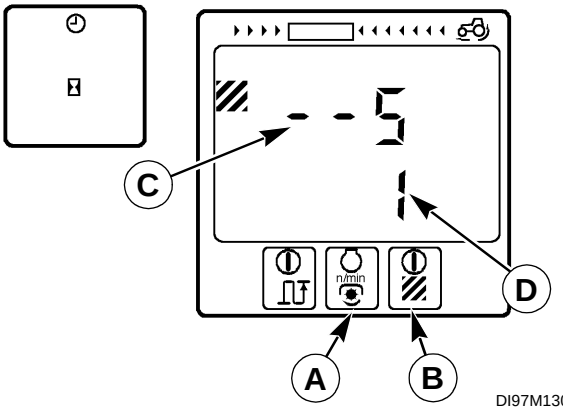
BLOWER MOTOR AND AIR CONDITIONING - DELUXE CAB TRACTORS

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SCHEMATIC CIRCUIT 59

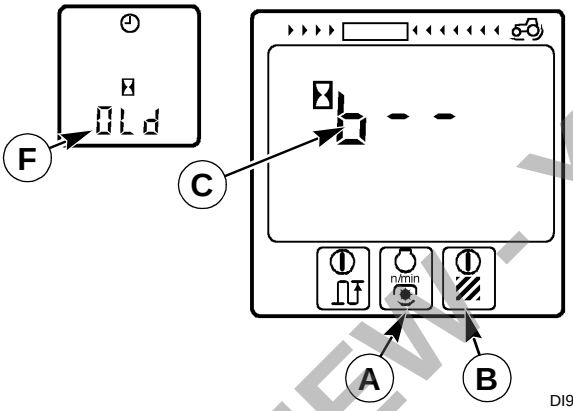
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STEP 16



Press and hold switches (A) and (B) at the same time. The digital display (C) will change to --5 as shown, release the switches. The previous area function constant will appear on the lower digital display (D). The area function symbol will stop flashing. Press switch (A) to display the auto area function mode constant ‘1’ or switch (B) to display the manual area function mode constant ‘2’.

STEP 17

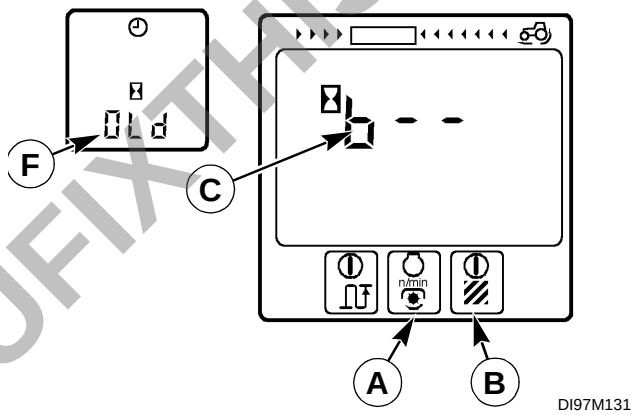


When the correct area function mode has been selected, press and hold switches (A) and (B) at the same time for 1 second to save the selection. The code menu display (C) will display 6--. OLd will appear and flash on and off in the hourmeter display (F) and the hour glass symbol will also flash on and off.

Old Hours Programming (Menu Code 6)

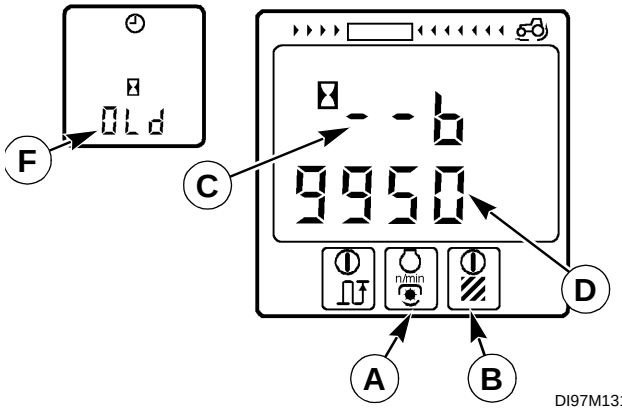
NOTE: *The cluster hourmeter display reading can not be changed. A new cluster or hourmeter will always start recording at ‘0”. If a new cluster or hourmeter is to be installed, the recorded hours from the old cluster can be programmed into a separate ‘OLd hour display in the new cluster. This function provides the option to store and display the hours recorded by a replaced cluster or hourmeter, so an accurate recording of the tractors total hours can be kept.*

STEP 18



If the menu code display (C) is not as shown press switches (A) or (B) until the menu code 6-- is displayed. OLd will appear and flash on and off in the hourmeter display (F) and the hour glass symbol will also flash on and off.

STEP 19



Press and hold switches (A) and (B) at the same time. The digital display (C) will change to --6 as shown, release the switches. The old hours will appear on the lower digital display (D) and hourmeter (F) and hour glass symbol will stop flashing. Press switch (A) to decrease the old hour number or switch (B) to increase the number.

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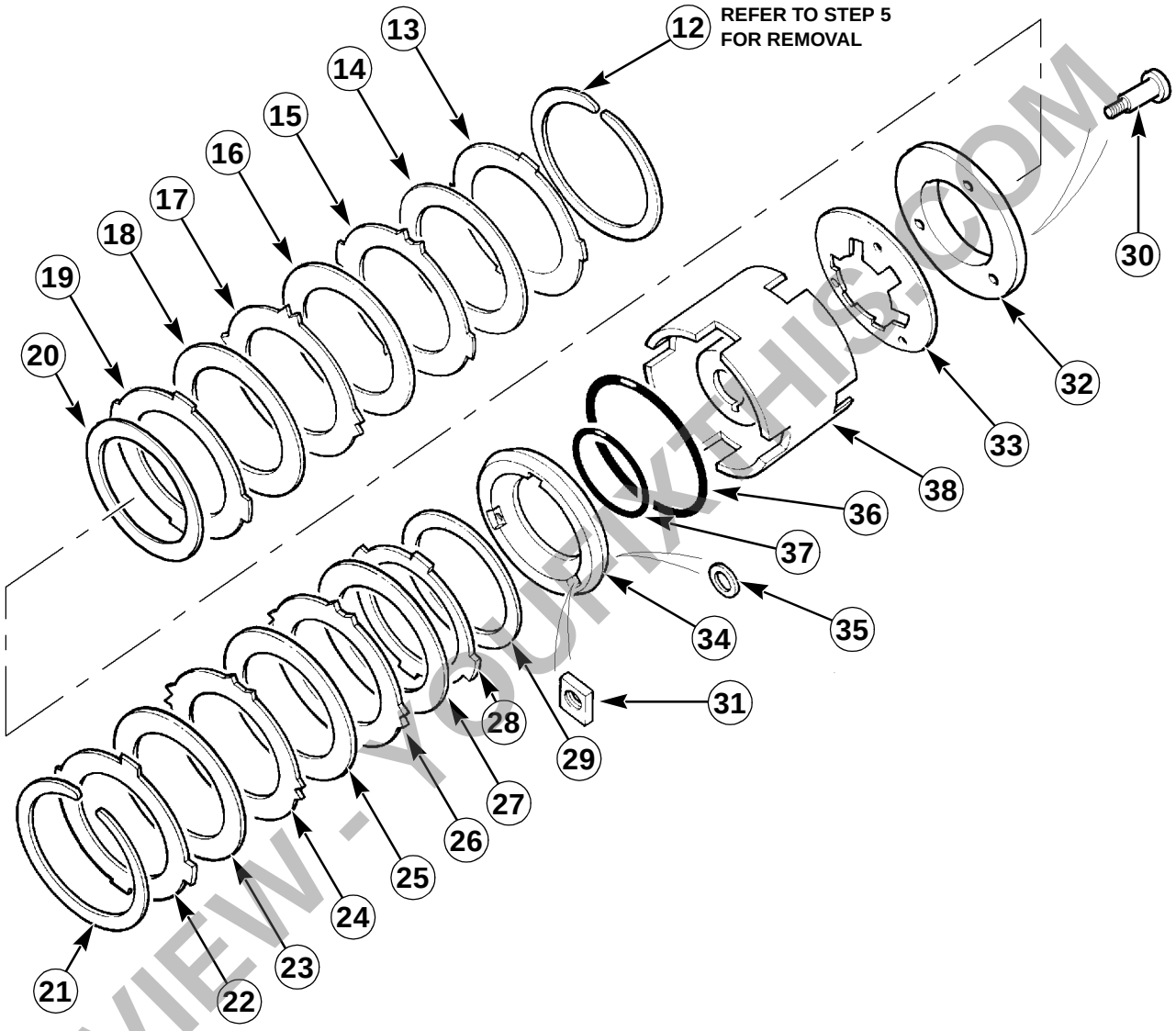
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STEP 6

Remove items (13) to (37).

NOTE: *Items are numbered in order of Disassembly.*

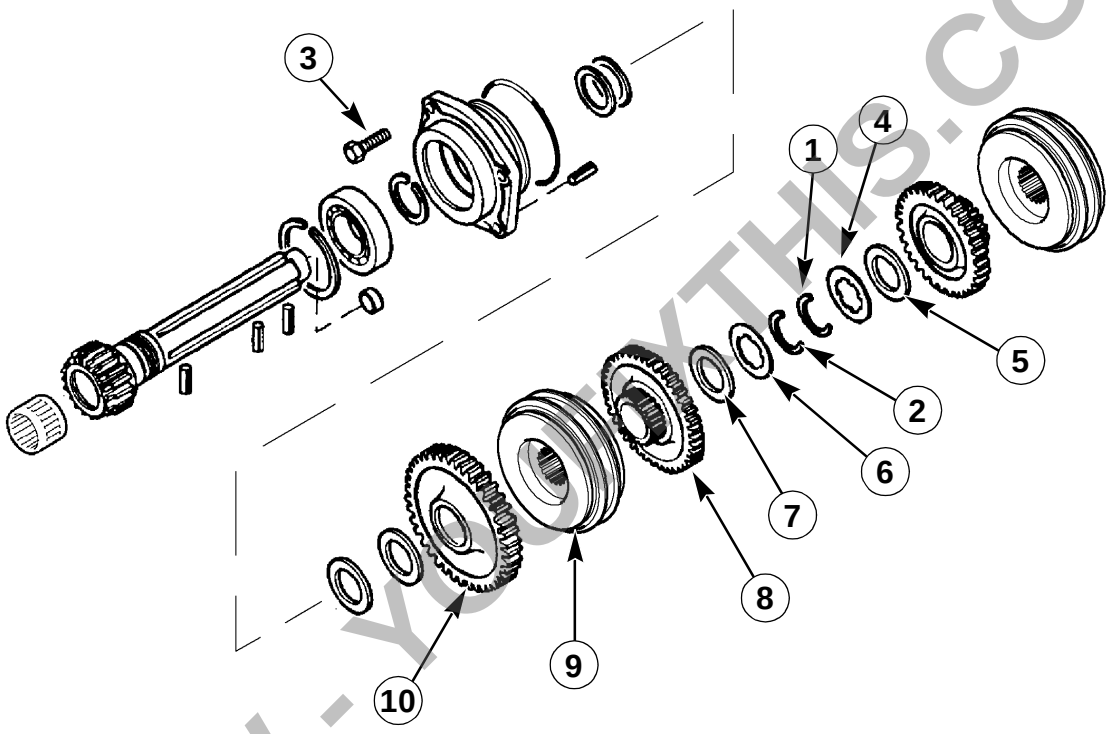


DI99A052

12. RETAINING RING
13. BACKING PLATE
14. FRICTION PLATE
15. STEEL SEPARATOR PLATE
16. FRICTION PLATE
17. STEEL SEPARATOR PLATE
18. FRICTION PLATE
19. BACKING PLATE
20. SHIM
21. RETAINING RING
22. BACKING PLATE
23. FRICTION PLATE
24. STEEL SEPARATOR PLATE
25. FRICTION PLATE
26. STEEL SEPARATOR PLATE
27. FRICTION PLATE
28. BACKING PLATE
29. SHIM
30. SCREW (3)
31. NUT (3)
32. PRESSURE PLATE
33. BELLEVILLE WASHER (3)
34. PISTON
35. WASHER (3)
36. O-RING
37. O-RING
38. CLUTCH HOUSING

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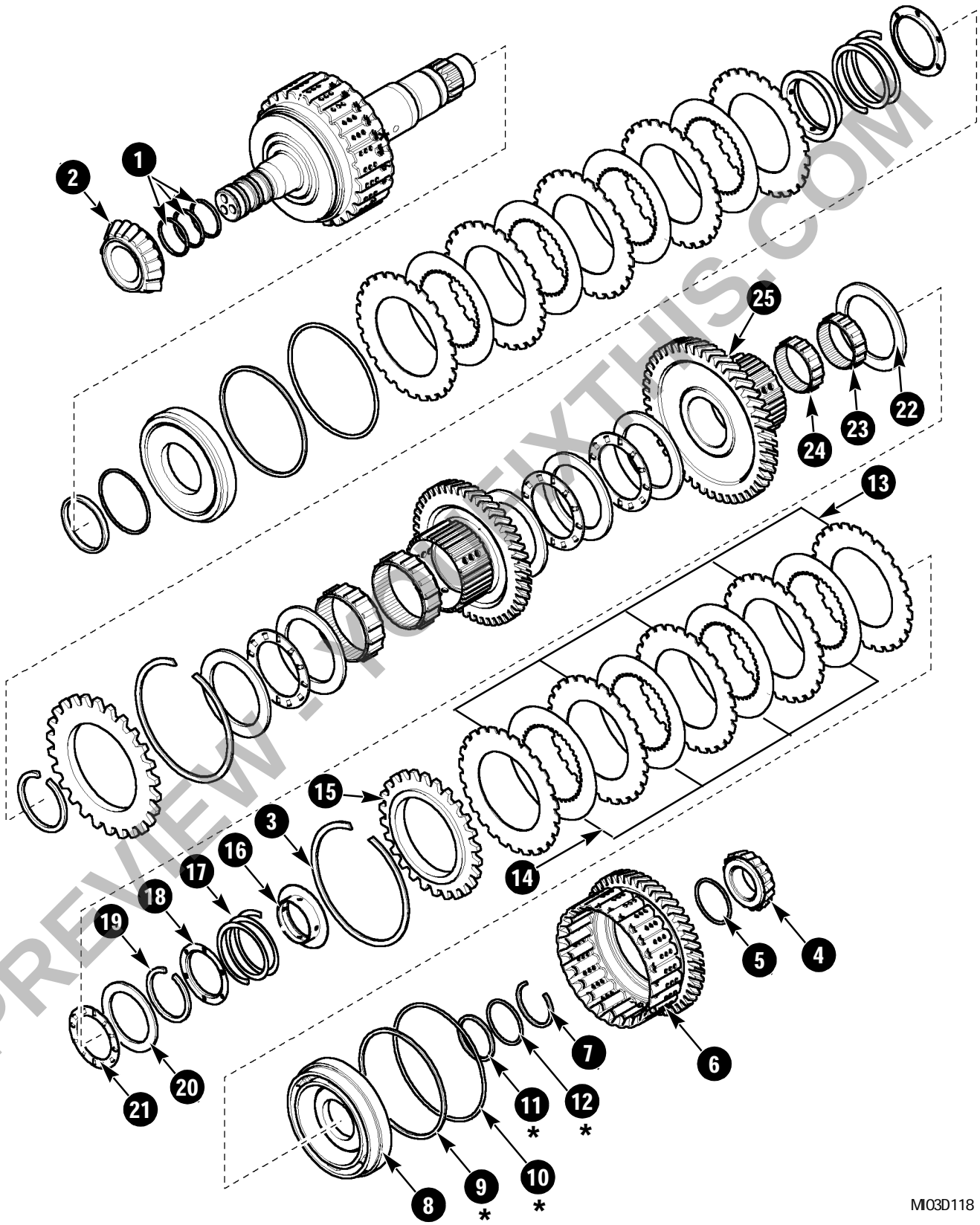


DI97H093

1. RETAINING RING
2. RETAINING RING
3. BOLT
4. THRUST WASHER
5. THRUST BEARING
6. THRUST WASHER
7. THRUST BEARING
8. 2ND DRIVEN GEAR
9. SYNCHRONIZER ASSEMBLY
10. 1ST DRIVEN GEAR

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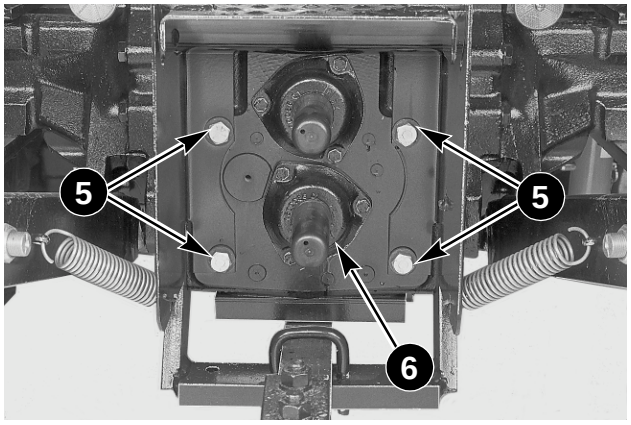


NOTE: *Items are numbered in order of Disassembly, items marked * must be replaced.*

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MFD Tractors

STEP 7



DD97K121

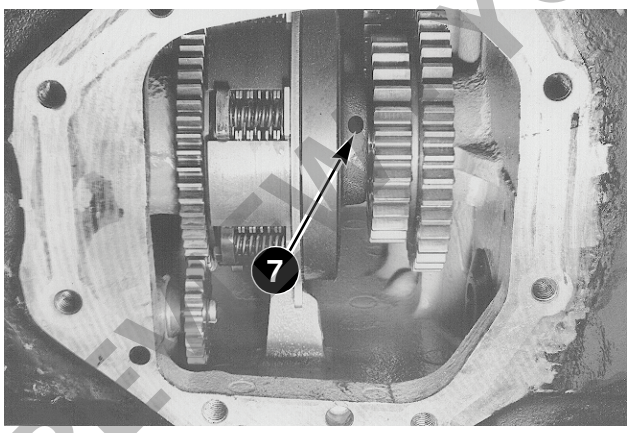
Remove the retaining bolts (5) and remove the PTO shield. Remove the retaining bolts and remove the PTO shaft cover (6), remove and discard the gasket.

NOTE: *For Installation, install a new gasket and install and tighten the retaining bolts for PTO shaft cover (6) to a torque of 45 to 50 Nm.*

STEP 8

Remove the MFD Transfer Gearbox.

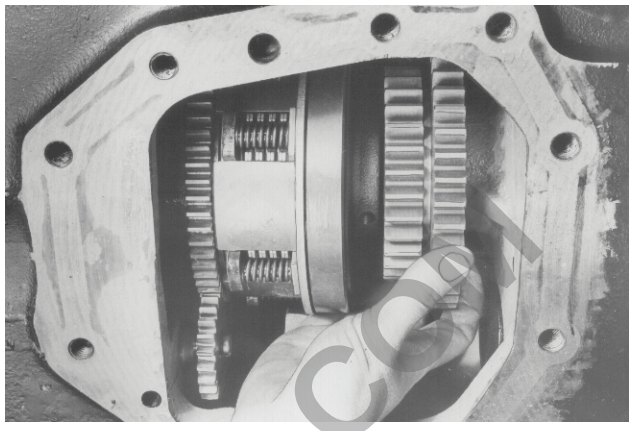
STEP 9



8732606

Remove the roll pin (7) from the PTO clutch and shaft.

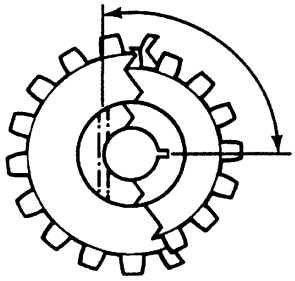
STEP 10



8732614

Support the PTO clutch and MFD idler gear and carefully remove the PTO shaft, remove the PTO clutch and MFD idler gear.

NOTE: *Refer to Page 6 for Disassembly and Assembly of the PTO Shaft and Page 8 for Disassembly and Assembly of the PTO Clutch.*



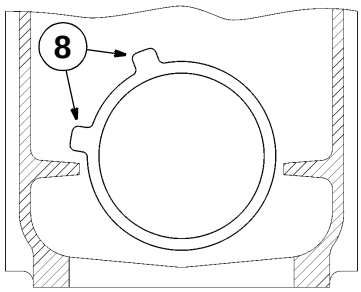
SM1354

NOTE: *For Installation, install the MFD idler gear assembly so that the groove in the bushing is at 90° to the roll pin hole in the PTO clutch.*

NOTE: *For Installation, make sure the groove in the PTO shaft and the hole in the PTO clutch are aligned before fully installing the PTO shaft and roll pin.*

2WD and MFD tractors

STEP 11

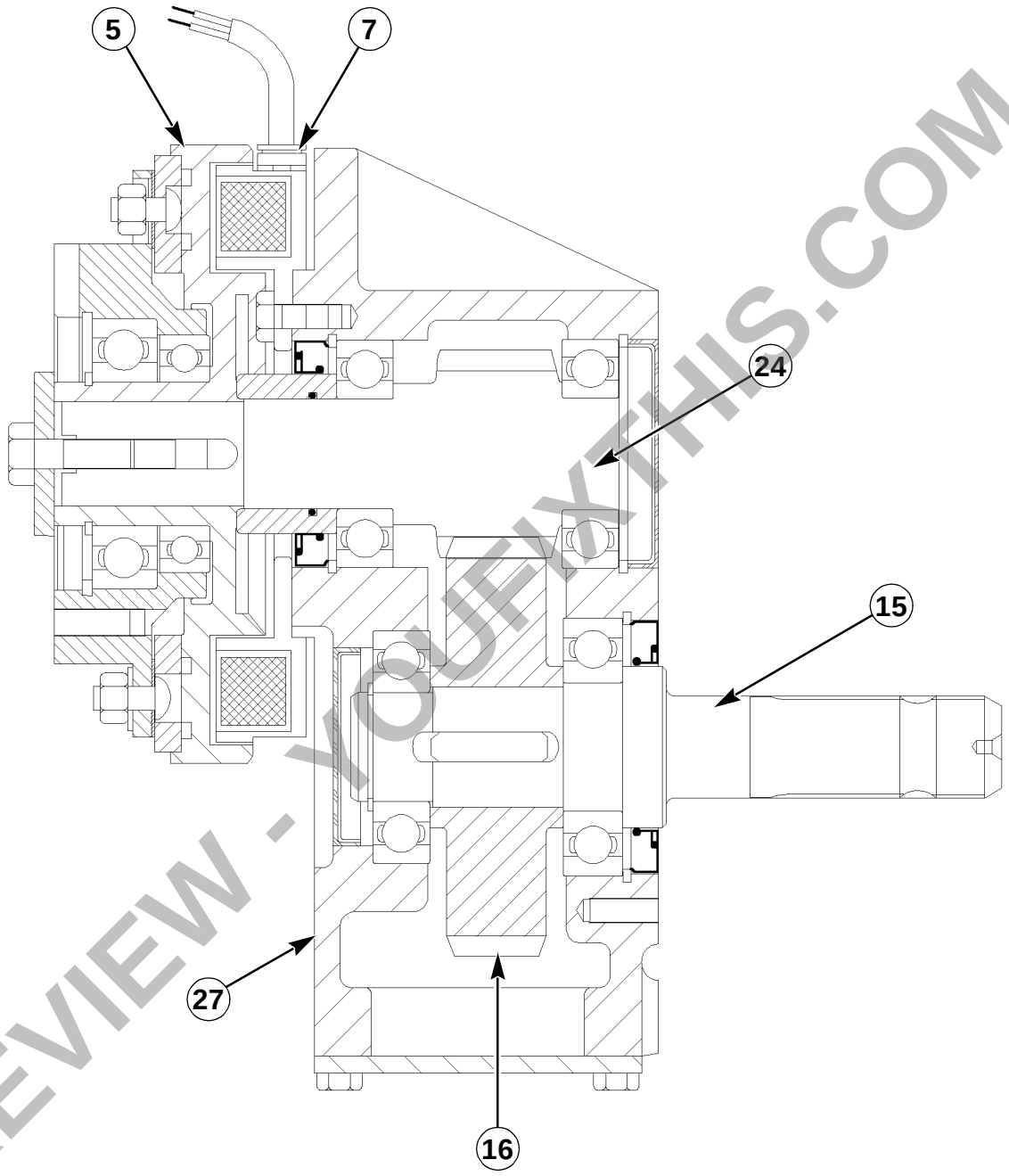


SM1317

For Installation, make sure the lugs (8) on the PTO brake ring are located in the transmission housing in the position shown.

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Cross Sectional Drawing of the Front PTO



DI98K241

5. CLUTCH ASSEMBLY
7. ELECTRO-MAGNET
15. OUTPUT SHAFT
16. GEAR
24. INPUT SHAFT
27. PTO HOUSING

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Steering Control Valve

The inner spool (18b) is connected to the steering wheel by the steering column shaft. The outer spool (18c) is connected to the metering pump (18d) by the shaft and pin. Both spools are connected together by a loose fit pin (18e) and leaf springs (18f). The oil flow from the pump is connected to the outer spool.

Neutral - (no steering action)

With no turning force at the steering wheel, the leaf springs (18f) maintain both spools in a neutral position. In this position the pump flow at the outer spool is directed through the outer spool to the inner spool, then from the inner spool to a hole in the outer spool which is connected to the return port (B).

The steering cylinder pipes are interconnected through the metering pump (18d) to provide a 'feel effect' at the steering wheel. This design of valve also reacts to any side forces at the front wheels to maintain the steering at the correct position.

LH or RH Steering Operation

When the steering wheel is rotated by the operator in either direction the initial force overcomes the leaf springs (18f), and the inner spool (18b) rotates relative to the outer spool (18c). This action closes the connection between the inner spool and the return port (B) by the outer spool and re-directs the pump flow past the outer and inner spools to the metering pump (18d). The oil flows through the metering pump to the steering cylinder (19). The oil pressure will increase until sufficient to move the steering cylinder piston.

The amount of flow to the steering cylinder is limited by the amount of flow through the metering pump (18d) per revolution, this is therefore controlled by the operator rotating the steering wheel.

When the operator stops rotating the steering wheel the oil flow continues to rotate the metering pump and outer spool until both spools are in neutral position (almost instant).

The direction of flow through the metering pump is different between LH and RH steering.

Reverse Flow Check Valve

A reverse flow check valve (18h) is located in the supply inlet port and is closed when no main pump flow is present (engine switched OFF). This prevents the oil in the circuit draining to tank. When the engine is started, pump flow to the steering control valve opens the reverse flow check valve.

Recirculatory Check Valve

The recirculatory check valve consists of a ball (18J) and locating pin (18k). With flow to the inlet port the ball is seated to prevent flow to the return port. With no supply flow (engine switched OFF) the ball becomes unseated to allow oil from the return port to be drawn into the steering control valve by the manual operation of the metering pump (18d).

Manual Steering

The steering control valve provides the facility to operate the steering without power assistance from the steering pump. When the operator rotates the inner spool by the steering wheel and steering column, the leaf springs (18f) are overcome sufficient to allow the loose fit pin (18e) to transmit the rotating force to the outer spool and metering pump(18d). The operator must now apply sufficient rotating force to rotate the metering pump and create oil pressure to move the steering cylinder piston.

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SPECIAL TOOLS

FLOWMETER OEM1238, 0-300 L/MIN OR EQUIVALENT

TUBE (PART NO. 539835R2)

CAP, 9/16-18 JIC (PART NO. 218-754)

MALE COUPLER, QUICK DISCONNECT (PART NO. 1272399C2)

HYDRAULIC TEST KIT (PART NO. 1094059-R92)

SPECIFICATIONS

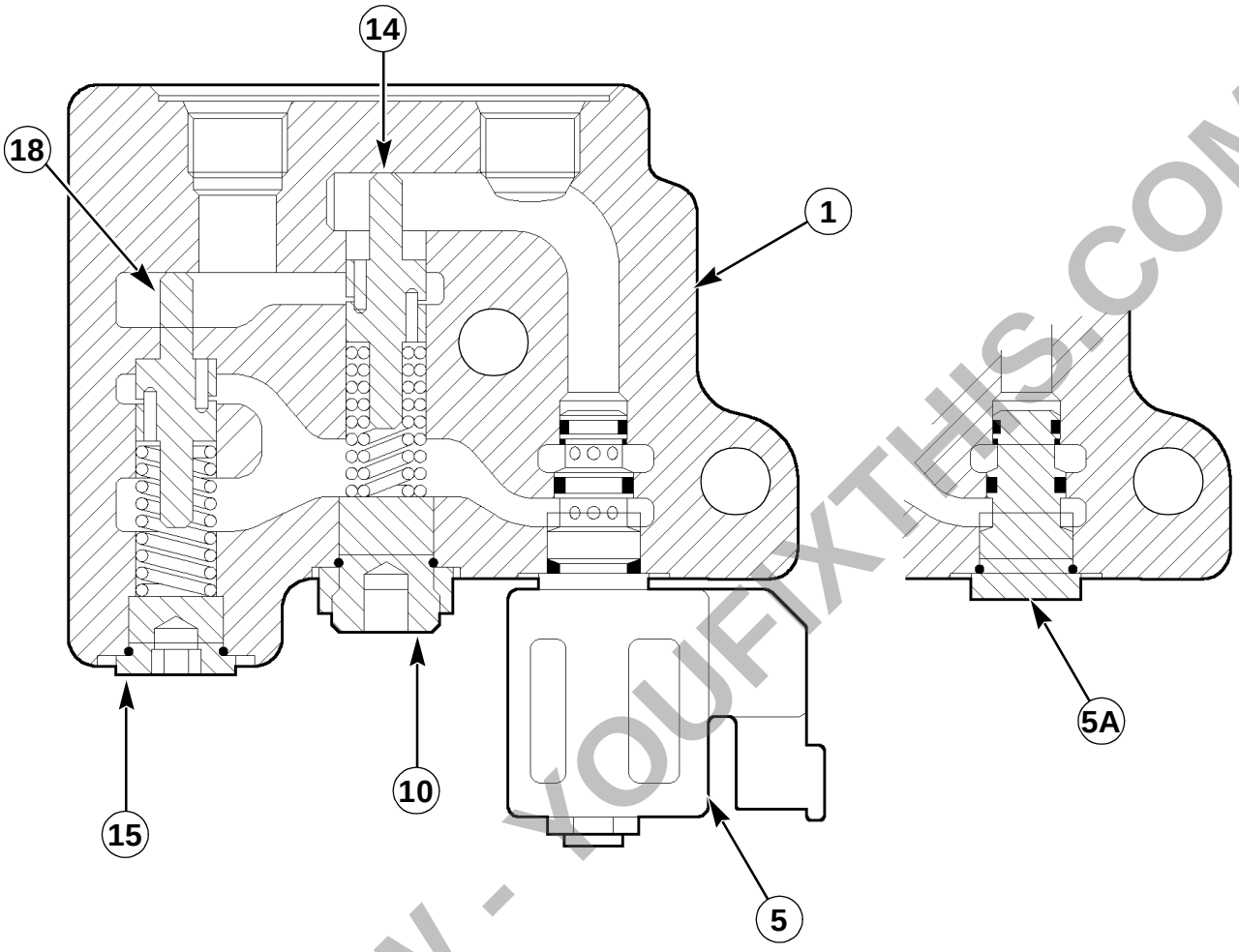
HYDRAULIC SYSTEM		**CX50,60**	**CX70/75, 80/85, 90/95, 100/105**
Hydraulic system type		Open	
Steering Hydraulic Pump		27.7 L/min. at 2250 engine rpm	30.3 L/min. at 2200 engine rpm
Transfer Pump Transfer Pump (XtraShift)		36 L/min. 52.5 L/min.	
Flow to Remotes	540/750 PTO	50.2 L/min.	59.4 L/min.
	540/1000 PTO	51.7 L/min.	
Main Hydraulic Pump	540/750 PTO	50.2 L/min.	59.4 L/min.
	540/1000 PTO	51.7 L/min.	
Pump gear (No. of teeth)	540/750 PTO	23	19
	540/1000 PTO	27	23
Pump mounting plate thickness		N/A	5.31 to 5.43 mm

Main Relief Valve Pressure.....172.5 bar
Remote Detent Kick-out Pressure .....144.7 to 172.3 bar
Steering Relief Valve Pressure .....141 to 148 bar
Regulated Pressure.....20 bar
Oil Cooler By-pass Pressure .....10.4 bar
Steering Return Flow
CX50,60 at 2250 engine rpm ..... 27.7 L/min.
CX70/75, 80/85, 90/95, 100/105 at 2200 engine rpm ..... 30.3 L/min.
Oil Cooler Flow
CX50,60 at 2250 engine rpm ..... 23.7 L/min.
CX70/75, 80/85, 90/95, 100/105 at 2200 engine rpm ..... 26.3 L/min.
Hydraulic Oil Test Temperature.....49°C
Hydraulic Oil Type.....McCormick HTX

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Cross Sectional Drawing of the Regulator Valve



DI98K040

1. REGULATOR VALVE
5. POWERSHIFT SOLENOID ASSEMBLY
5A. PLUG (WITHOUT POWERSHIFT)
10. ADJUSTING PLUG
14. REGULATOR SPOOL
15. PLUG
18. REGULATOR SPOOL

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Section 9008

CAB MOUNTINGS

CX Series Tractors

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McCORMICK

SM 8-10540

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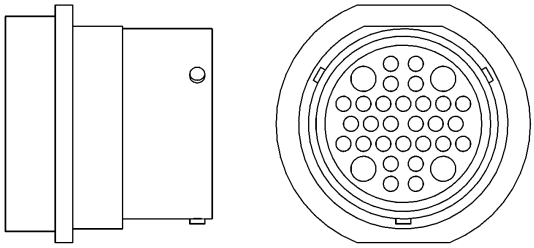
March 2001

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Main Connectors

Connector 10

Location: Cab Firewall



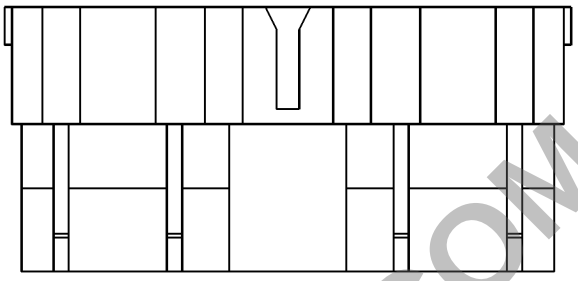
479I96

ENGINE TO INSTRUMENT PANEL HARNESS

Cavity	Wire No	Circuit
A	802 O	A/C HIGH PRESSURE SWITCH
B	624 W	B+ FROM STARTER
C	804 O	A/C HIGH PRESSURE SWITCH
D	162 R	UNSWITCHED B+ (CLOCK)
E	200 BR/W	INSTRUMENT CLUSTER CLEAN GROUND (BATTERY - TERMINAL)
F	803 O	A/C COMPRESSOR CLUTCH
G	- - - - -	OPEN
H	551 LB	FRONT PTO
J	231Y	COOLANT LEVEL
K	216 Y	ALTERNATOR 'W' TERMINAL, ENGINE RPM
L	235 Y	ENGINE COOLANT TEMPERATURE
M	255 Y	ENGINE OIL PRESSURE SWITCH
N	266 Y	AIR FILTER RESTRICTION SWITCH
P	121 Y	ALTERNATOR D+ TERMINAL, WARNING LIGHT AND EXCITE
R	- - - - -	OPEN
S	890 R	HORN FEED
T	890 BR	HORN GROUND
U	- - - - -	OPEN
V	738 P	RH HEADLIGHT (LOW BEAM)
W	741 P	RH HEADLIGHT (HIGH BEAM)
AA	- - - - -	OPEN
BB	737 P	LH HEADLIGHT (LOW BEAM)
CC	740 P	LH HEADLIGHT (HIGH BEAM)
DD	606 W	FUEL SHUT-OFF
EE	280 BR	GROUND SPEED RADAR GROUND
FF	281 Y	GROUND SPEED RADAR SIGNAL
GG	280 R	GROUND SPEED RADAR B+
HH	282 Y	GROUND SPEED RADAR PRESENT
1	641 W	ETHER START/THERMOSTART
2	- - - - -	OPEN
3	784 V	WORK LIGHTS (FROM JJE1013119)
4	- - - - -	OPEN

Connector 26

Location: Right Hand Console



478I96

INSTRUMENT PANEL TO RIGHT HAND CONSOLE HARNESS

Cavity	Wire No	Circuit
A	542 LB	MFD INDICATOR LIGHT
B	707 P	LH TAIL/POSITION LIGHT
C	708 P	RH TAIL/POSITION LIGHT
D	500 R	HITCH B+
E	624 W	NEUTRAL START
F	735 LB	DIFF LOCK INDICATOR LIGHT
G	784 V	REAR FENDER WORK LIGHTS
H	810 R	SEAT B+
J	530 R	MFD AND DIFF LOCK B+
K	134 R	AUXILIARY POWER CONNECTOR SWITCHED B+
L	757 P	RH TURN SIGNAL
M	756 P	LH TURN SIGNAL
N	539 LB	BRAKE RELAY (EITHER)
P	133 R	AUXILIARY POWER FENDER HARNESS CONNECTOR (EUR) 7 PIN CONNECTOR (NAO)
R	135 R	RH CONSOLE AUXILIARY POWER UNSWITCHED B+
S	817 R	CIGAR LIGHTER
T	269 Y	PARK BRAKE WARNING LIGHT
U	702 P	BRAKE LIGHT (EUR)
V	545 LB	BRAKE RELAY (BOTH)
W	785 R	REAR FOG LIGHTS (EUR)
X	622 W	NEUTRAL START SWITCH
Y	296 Y	1000 RPM PTO SWITCH
Z	509 LB	HITCH DOWN SWITCH

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NOTE: *Remove the lower right hand console side cover and disconnect connector J4 (Grey) from the hitch controller.*

Check Point	Reading	Possible Cause of Bad Reading
Check 6: Between terminal 2 of the ride control switch connector and connector J4 pin 4 for wire 572 Light Blue.	Continuity	Check wire 572 Light Blue between the ride control switch and connector J4.
Check 7: Between terminal 4 of the ride control switch connector and connector J4 pin 6 for wire 573 Light Blue.	Continuity	Check wire 573 Light Blue between the ride control switch and connector J4.

NOTE: *Check the operation of the hitch controller if the fault remains erase all error codes and reprogramme the hitch controller, refer to Section 10010. Calibrate the hitch, refer to "DELUXE HITCH CALIBRATION" on page 5.*

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Error Code 24/15.

Fault Description.
The signal voltage detected by the transmission controller at pin CN-34 from the forward/neutral/reverse selector is too low (below the specified limit).

System Response.
- Tractor remains in neutral
- Return to neutral light illuminates.

Possible Cause.
1. Bad circuit between the transmission controller and forward/neutral/reverse resistor.
2. Bad forward/neutral/reverse resistor pack.

Circuit Checks.

IMPORTANT: *Before carrying out the following tests, refer to Circuit Testing "Circuit Testing General Information" on page 21.*

Check for the following error codes:
A. Component error code 25/16.
B. Component error code 22/15.

- A and B Present (see above) refer to "Multi Error Codes 22/15, 24/15 and 25/15 & 16." on page 52.

- A Present (see above).

STEP 1

Turn the key OFF and disconnect the transmission controller and the inching pedal potentiometer. Check for continuity between connector 48 pin CN-14 and the inching pedal potentiometer connector terminal 2.
- If continuity is not detected check
  - Wire 921 Red between splice SP3 and connector 28 pin 5.
  - Wire 921 Red between connector 28 pin 5 and splice SP6.

- A and B Not Present (see above).

STEP 1

Turn the key OFF and disconnect the forward/neutral/reverse resistor pack. Turn the key ON and check for 5 volts at the forward/neutral/reverse resistor connector terminal 3.
- If 5 volts is not detected check wire 921 Red between splice SP3 and the forward/neutral/reverse resistor connector for damage.

STEP 2

Disconnect the transmission controller and check for continuity between connector 48 pin CN-34 and the forward/neutral/reverse resistor connector terminal 6.
- If continuity is not detected check the following:
  - Connector 28 pin 4.
  - Wire 922 Yellow between the connector 28 pin 4 and the forward/neutral/reverse resistor connector for damage.
  - Wire 922 Yellow between the connector 28 pin 4 and connector 48 for damage.
  - Connector 48.

STEP 3

Check the resistance readings between the following resistor pack connector terminals. If any of the readings are incorrect replace the resistor pack.
- Terminals 1 and 4 = 1.5 K ohms.
- Terminals 2 and 4 = 2.2 K ohms
- Terminals 3 and 4 = 4.9 K ohms
- Terminals 5 and 4 = 1.0 K ohms
- Terminals 6 and 4 = Continuity
- Terminals 2 and 3 = 2.7 K ohms

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