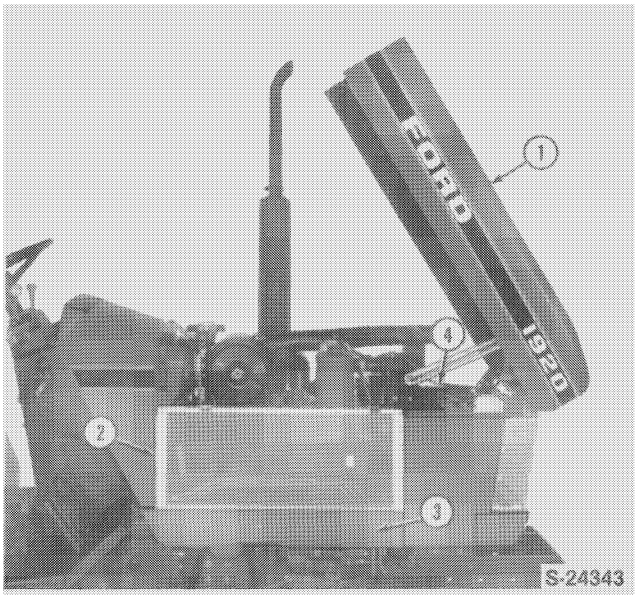


Figure 12
Engine Hood and Side Panel Removal

1. Hood Assembly
2. Side Screen
3. Lower Panel
4. Headlight Wiring

4. Remove the upper radiator hose from the cylinder head, Figure 14.

5. Remove the exhaust muffler and manifold assembly, Figure 5 and 8.

6. Remove the fuel injection lines (1) and fuel leak-off line (3) and cap all openings, Figure 15.

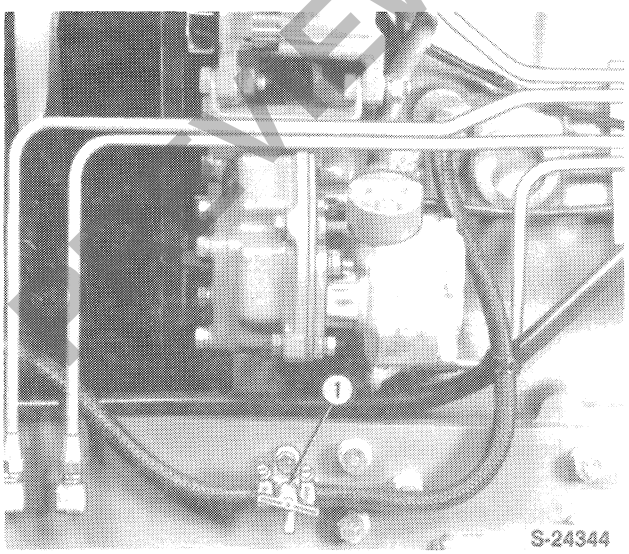


Figure 13
Radiator Drain

1. Drain Cock

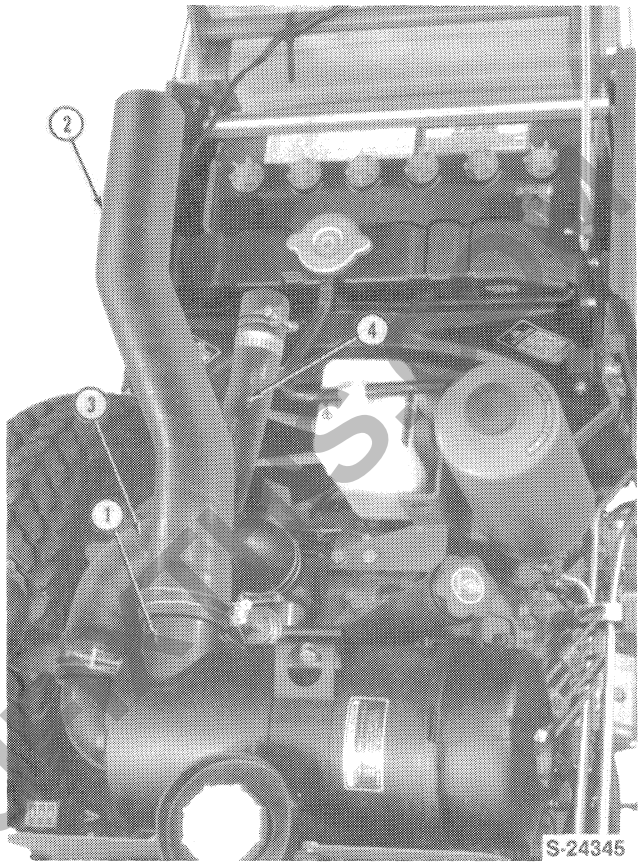


Figure 14
Cylinder Head Removal — Model 1920 Shown

1. Air Cleaner Assembly
2. Air Inlet Tube
3. Air Outlet Tube
4. Upper Radiator Hose

7. Remove the injector assemblies (2), Figure 15.

8. Remove the thermostat housing (2) and thermostat, Figure 16.

Model 1920

NOTE: *On the Model 1920 tractor, remove the fuel tank and baffle. Refer to "Fuel Tank Removal," Part 12, Chapter 1.*

1. Remove the oil pressure sensor switch (3), Figure 17.

2. Remove the external oil tube banjo bolt (2), Figure 17, from the front end of the valve rocker shaft.

3. Remove the air intake manifold (1), Figure 5.

4. Remove the valve cover assembly (2), Figure 5.

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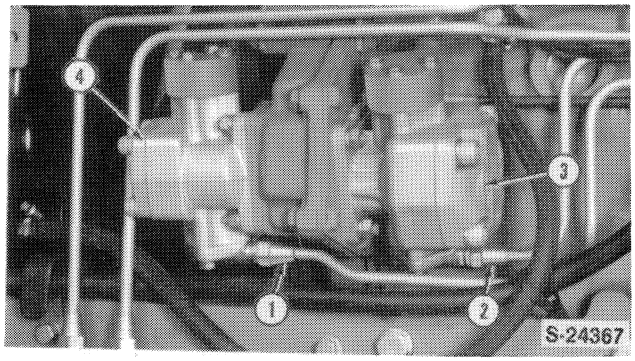


Figure 43
HSS Transmission Pump and Power Steering Pump Removal — Model 2120 HSS Transmission

1. Pressure Tube — HSS Transmission Pump
2. Pressure Tube — Power Steering Pump
3. Power Steering Pump
4. HSS Transmission Pump

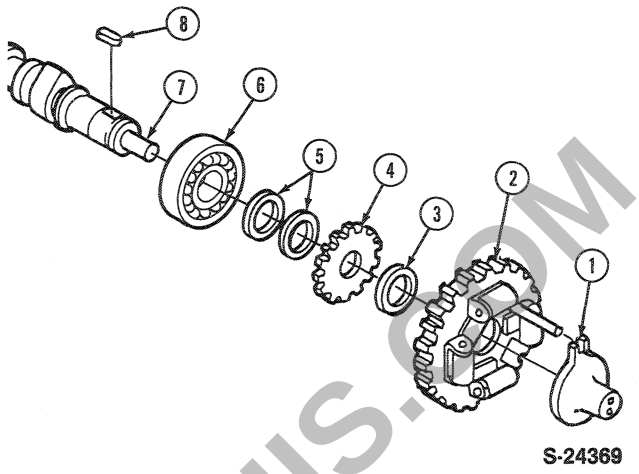


Figure 45
Camshaft Gear and Governor Removal Model 1920

1. Slider
2. Gear Assembly
3. Spacer
4. Tachometer Drive Gear
5. Spacers
6. Bearing
7. Camshaft
8. Key

OIL PUMP ASSEMBLY

The Model 1920 oil pump is located inside of the pump drive gear at the front of the engine block, Figure 46.

1. Remove the "E" snap ring and slide the drive gear along with the rotors, cover, spring, shim and collar off the pump shaft as an assembly, Figure 47.

NOTE: *The oil pump shaft and port block assembly is a press fit in the block, Figure 48. If necessary to remove due to damage, remove the port block and shaft assembly as follows:*

- *Remove the engine front adaptor plate.*

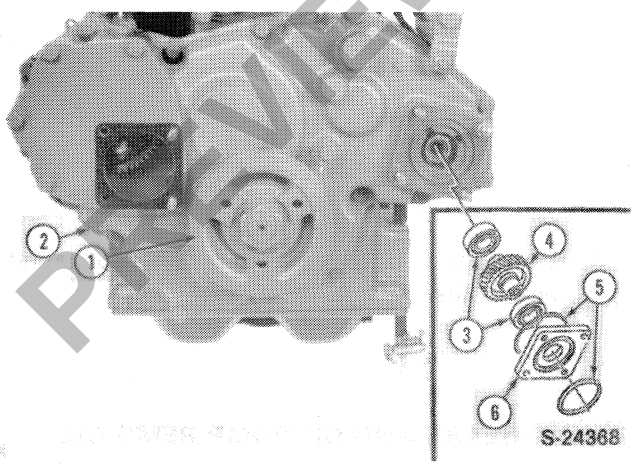


Figure 44
Timing Gear Cover Removal

1. Crankshaft Pulley
2. Timing Gear Cover
3. Bearing
4. Drive Gear
5. O-Ring
6. Spacer

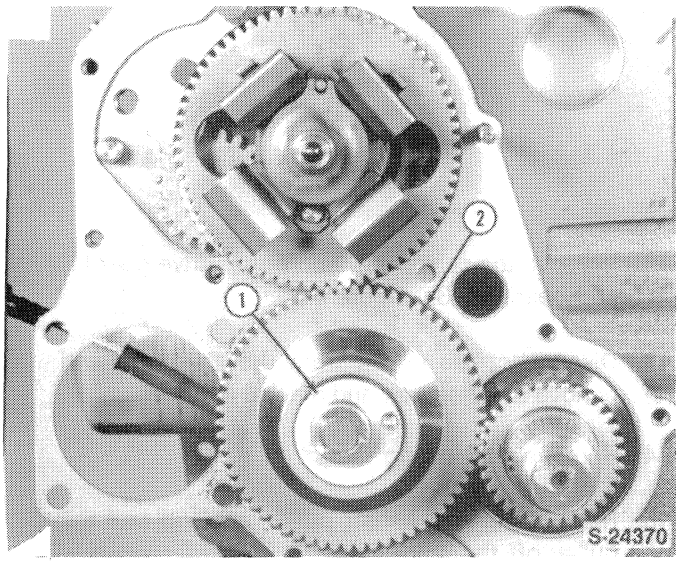
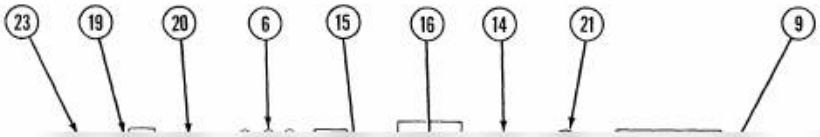


Figure 46
Oil Pump and Pump Drive Gear

1. Oil Pump
2. Pump Drive Gear

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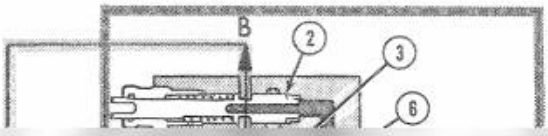
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BOLT TORQUE VALUES (Cont'd)

Description	1920		2120	
	Lbs. Ft.	(Nm)	Lbs. Ft.	(Nm)
Bearing Holder Retaining Bolts . . .	36-40	(49-54)	51-58	(78-81)

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PART 1
ENGINE SYSTEMS
MODELS 1920 AND 2120

Chapter 3
TROUBLE SHOOTING, SPECIFICATIONS AND SPECIAL TOOLS

Section		Page
A.	TROUBLE SHOOTING	59
B.	SPECIFICATIONS	63
C.	SPECIAL TOOLS	70

A. TROUBLE SHOOTING

ENGINE

CONDITION	POSSIBLE CAUSES
Engine Does Not Develop Full Power	1. Clogged air cleaner. 2. Fuel line obstructed. 3. Improper injection timing. 4. Improper nozzle injection pressure and angle. 5. Low cylinder compression. 6. Insufficient fuel injection. 7. Improper valve lash adjustment. 8. Burned, worn or sticking valves. 9. Blown head gasket. 10. Worn or sticking piston ring.
Low Cylinder Compression	1. Burned, worn or sticking valves. 2. Bent valve stem. 3. Broken or weak valve spring. 4. Blown cylinder head gasket. 5. Worn or sticking piston ring. 6. Scored piston.
Poor Engine Idling	1. Improper injection timing. 2. Air in injection pump. 3. Improper governor adjustment.
Engine Knocks	1. Diluted or thin oil. 2. Insufficient oil supply. 3. Low oil pressure. 4. Worn crankshaft thrust bearing. 5. Excessive flywheel runout. 6. Excessive connecting rod or main bearing clearance. 7. Seized bearing. 8. Clogged oil passages.

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B. SPECIFICATIONS

GENERAL SPECIFICATIONS

Tractor Model	1920	2120

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PART 1
ENGINE SYSTEMS
MODELS 1920 AND 2120

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ENGINE AND LUBRICATION SYSTEM

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COOLING SYSTEM

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Chapter 3
TROUBLE SHOOTING, SPECIFICATIONS AND SPECIAL TOOLS

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SAFETY PRECAUTIONS

Practically all service work involves the need to drive the tractor. The Operator's Manual, supplied with each tractor, contains detailed safety precautions relating to driving, operating and servicing that tractor. These precautions are as applicable to the service technician as they are to the operator, and should be read, understood and practiced by all personnel.

Prior to undertaking any maintenance, repair, overhaul, dismantling or re-assembly operations, whether within a workshop facility or out "in the field," consideration should be given to factors that may have an effect upon safety, not only upon the mechanic carrying out the work, but also upon bystanders.

PERSONAL CONSIDERATIONS

- The wrong clothes or carelessness in dress can cause accidents. Check to see that you are suitably clothed.

  Some jobs require special protective equipment.

- **Eye Protection**
  The smallest eye injury may cause loss of vision. Injury can be avoided by wearing eye protection when engaged in chiselling, grinding, discing, welding, painting, etc.

- **Breathing Protection**
  Fumes, dust and paint spray are unpleasant and harmful. These can be avoided by wearing respiratory protection.

- **Hearing Protection**
  Loud noise may damage your hearing and the greater the exposure the worse the damage. If you feel the noise is excessive, wear ear protection.

- **Hand Protection**
  It is advisable to use a protective cream before work to prevent irritation and skin contamination. After work clean your hands with soap and water. Solvents such as white spirit, paraffin, etc., may harm the skin.

- **Foot Protection**
  Substantial or protective footwear with reinforced toe-caps will protect your feet from falling objects. Additionally, oil-resistant soles will help to avoid slipping.

- **Special Clothing**
  For certain work it may be necessary to wear flame or acid-resistant clothing.

- Avoid injury through incorrect handling of components. Make sure you are capable of lifting the object. If in doubt get help.

EQUIPMENT CONSIDERATIONS

- **Machine Guards**
  Before using any machine, check to ensure that the machine guards are in position and serviceable. These guards not only prevent parts of the body or clothing from coming in contact with the moving parts of the machine, but also ward off objects that might fly off the machine and cause injury.

- **Lifting Appliances**
  Always ensure that lifting equipment, such as chains, slings, lifting brackets, hooks and eyes are thoroughly checked before use. If in doubt, select stronger equipment than is necessary.

  Never stand under a suspended load or a raised implement.

- **Compressed Air**
  The pressure from a compressed air line is often as high as 100 psi (6.9 bar) 7 (kgf/cm²). It is perfectly safe if used correctly. Any misuse may cause injury.

  Never use compressed air to blow dust, filing, dirt, etc., away from your work area unless the correct type of nozzle is fitted.

  Compressed air is not a cleaning agent, it will only move dust, etc., from one place to another. Look around before using an air hose as bystanders may get grit into their eyes, ears or skin.

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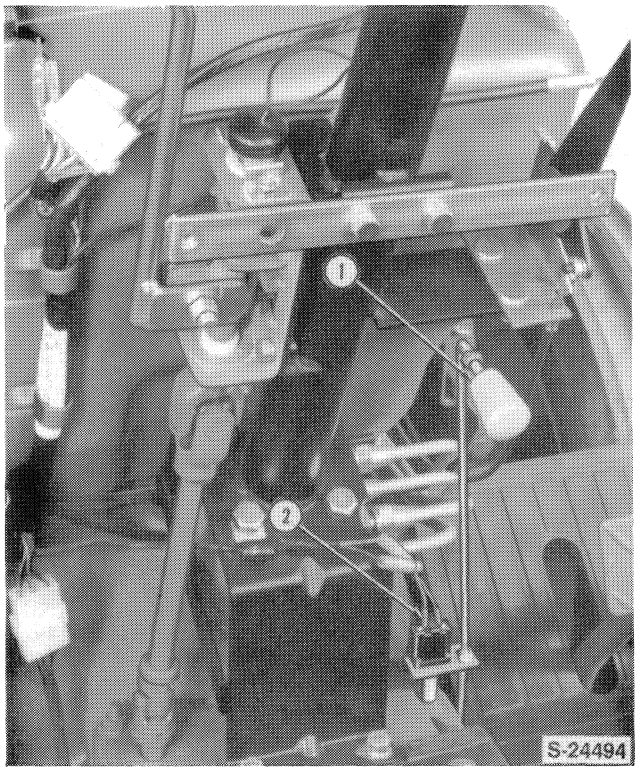


Figure 12
Parking Brake Lever and Switch
1. Lever 2. Switch

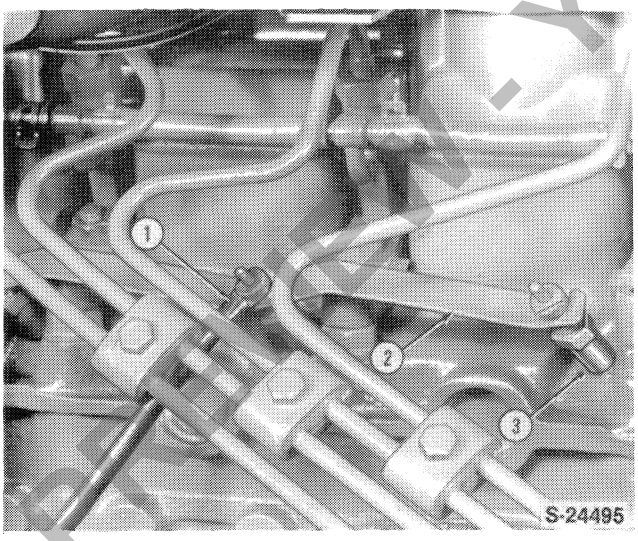


Figure 13
Glow Plug Removal — Model 1920 Shown
1. Glow Plug Wire Terminal 2. Connector 3. Glow Plugs

GLOW PLUG INDICATOR LIGHT

REMOVAL

1. Disconnect the battery negative cable.
2. Remove the instrument panel mounting screws.
3. Raise the instrument panel sufficiently to remove the circuit board cover, Figure 14.
4. Remove the indicator bulb (2).

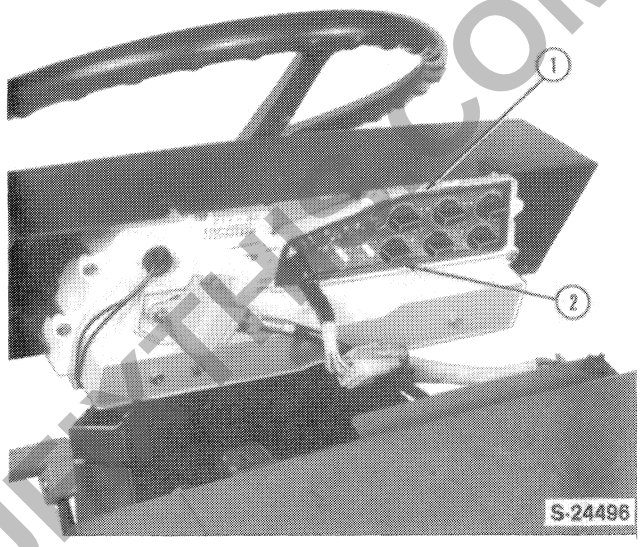


Figure 14
Glow Plug Indicator Lamp Removal
1. Circuit Board Panel 2. Glow Plug Lamp

LIGHT SWITCH REMOVAL

1. Remove the light switch knob (2) and flasher lever knob (3), Figure 15.

   NOTE: *These are snap-on type knobs. Gently pry off the knobs using two screwdrivers to apply equal force on opposite sides of the knob. Pry the knobs and lever off one at a time.*

2. Unscrew the nut (4), Figure 15, and remove the switch from the underside of the instrument panel.

TROUBLE SHOOTING

Disconnect the battery negative cable before performing the following ohmmeter checks.

GLOW PLUG CIRCUIT

If the glow plugs are suspected to not be performing properly, perform the following checks.

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5. When the generated voltage decreases, the zener diode (DZ) again turns off and Tr1 also turns off.

3. With the test ammeter terminals short-circuited, start the engine.

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PART 4
CLUTCHES

Chapter 4
TROUBLE SHOOTING, SPECIFICATIONS AND SPECIAL TOOLS

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A. TROUBLE SHOOTING

PROBLEM	POSSIBLE CAUSE	CORRECTIVE ACTION
1. Excessive clutch pedal free-play or loss of adjustment reserve.	1. Worn clutch disc.	1. Replace disc. Refer to "Clutch Overhaul."
	2. Clutch linkage out of adjustment.	2. Adjust linkage. Refer to "Adjustments."
2. Clutch noisy when free.	1. Defective release bearing.	1. Replace bearing.
	2. Defective clutch pilot bearing.	2. Replace bearing.
3. Clutch slipping.	1. Incorrect pedal free travel.	1. Adjust free travel. Refer to "Adjustments."
	2. Worn disc facings.	2. Replace disc. Refer to "Clutch Overhaul."
	3. Clutch pressure springs weak from overheating.	3. Overhaul or install new clutch assembly. Refer to "Clutch Overhaul."
4. Clutch fails to engage smoothly.	1. Defective clutch disc.	1. Replace disc. Refer to "Clutch Overhaul."
	2. Defective pressure plate assembly.	2. Replace pressure plate assembly. Refer to "Clutch Overhaul."
	3. Worn clutch pilot bearing.	3. Replace bearing.
	4. Defective flywheel.	4. Refer to Part 1, "Engine System" for removal and installation
5. Difficulty in engaging gears.	1. Pedal free travel out of adjustment.	1. Refer to "Adjustments" to adjust the pedal free travel.
	2. Damaged or out of adjustment release levers.	2. Adjust assembly. Refer to "Adjustments."
6. Pedal will not return completely to release position.	1. Broken clutch pedal return spring.	1. Install a new spring.

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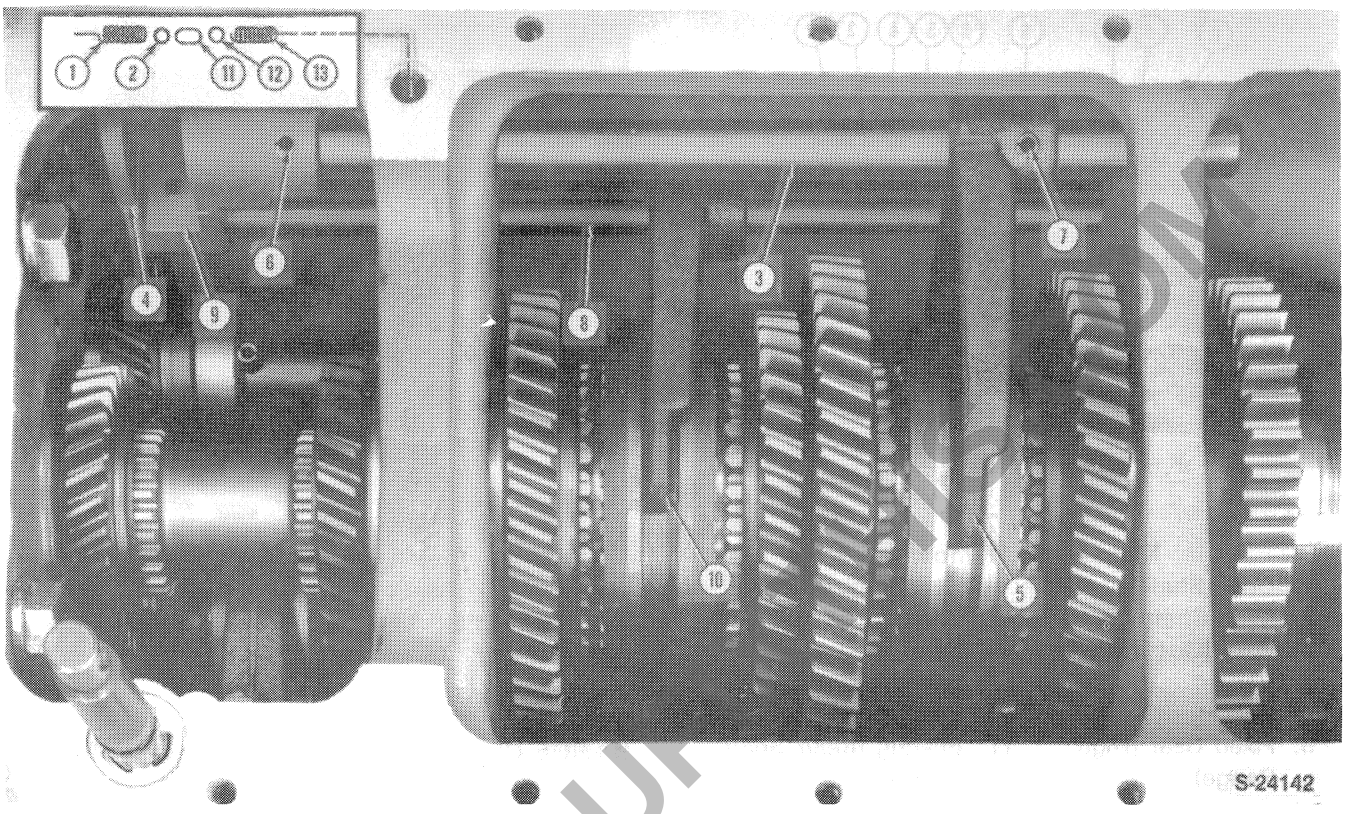


Figure 69
Main Shift Rails and Forks Removal

1. Detent Spring
2. Detent Ball
3. Shift Rail (1st-2nd)
4. Shifter Boss
5. Shifter Fork (1st-2nd-Main)
6. Roll Pin
7. Roll Pin
8. Shift Rail (3rd-4th)
9. Shifter Boss
10. Shifter Fork (3rd-4th-Main)
11. Balk Pin
12. Detent Ball
13. Detent Spring

7. Remove the snap ring (8). Figure 70.

NOTE: *The snap ring (8) is used as a floating spacer between the bearings (7 and 11) Figure 70.*

RANGE SHIFT RAIL AND FORK REMOVAL

1. Remove the retaining bolt (8), Figure 73.

2. Rotate the shift rail 90° and slide the rail rearward.

NOTE: *The detent spring and ball are located in the fork on the underside of the rail, Figure 74. Use care when removing the rail as the spring and ball will be expelled with considerable force when released. Cover the shift fork with a shop towel to contain the spring and ball while removing the shaft.*

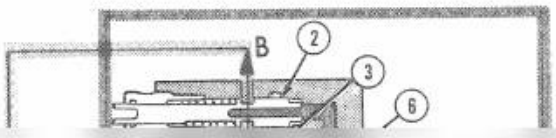
3. Remove the rail and shift fork from the case.

4. If required, remove the bolt (7) and plate (6) Figure 73.

5. Remove the shift arm (5) from the inside of the case.

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PART 5
TRANSMISSION SYSTEMS

Chapter 6
CREEPER GEAR OPTION — MODEL 2120

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A. DESCRIPTION AND OPERATION

The creeper gear reduction is available as a factory installed option on the Model 2120 tractor equipped with either the 12 x 4 non-synchromesh or the synchromesh 12 x 12 hydraulic shuttle transmission.

On the 12 x 4 non-synchronized transmission, the creeper gear option provides an additional 12 forward a 4 reverse speeds for a total of 24 reverse and 8 reverse speed gears.

On the synchromesh 12 x 12 hydraulic shuttle shift transmission, the creeper gear option provides an additional 12 forward and 12 reverse speeds for a totol of 24 forward and 24 reverse speed gears.

See Figures 203 and 204 for ground speed charts for each type of transmission.

The creeper gear control lever is located on the top left hand side of the rear axle center housing.

To engage the creeper gear, push the lever to the fully forward (down) position. To restore the standard gear speeds, pull the lever to the full (up) position.

The creeper gear consists of a sliding gear (2), Figure 205, on the drive pinion shaft (5) and a fixed gear (1) and main shaft (12). When the creeper control lever is moved to the standard gear position (up), the shifter fork (8) is moved forward and couples the sliding gear (2) directly to the transmission output shaft (4). This couples the output shaft to the drive pinion to provide standard drive.

When the creeper control lever is moved to the creeper engaged position (down), the sliding gear is moved rearward engaging the gear of main shaft (12).

Power then flows from the transmission output shaft (4) to the fixed gear (1) and main shaft (12), to the sliding gear (2), which is splined to the drive pinion shaft, thus reducing speed at the final drive.

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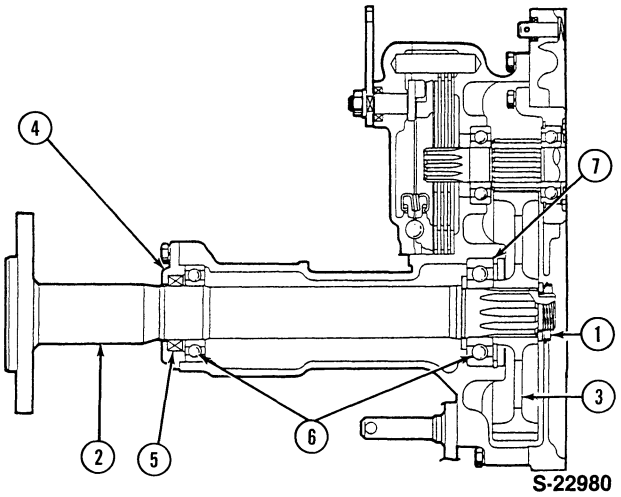


Figure 19
Rear Axle Shaft Removal

1. Locknut and Washer
2. Axle Shaft
3. Final Gear
4. Seal Retainer
5. Seal
6. Bearing (2)
7. Snap Ring

2. Remove the final reduction gear (3), Figure 19.

3. Remove the seal retainer bolts and remove the retainer from the axle housing, Figure 19.

4. Drive the axle shaft outward and remove from the axle housing.

INSPECTION

Clean the axle components in a suitable solvent and air dry.

1. Inspect the bearings for excess wear or damage.

2. Inspect the final reduction gear teeth for excess wear or damage.

ASSEMBLY

1. If removed, install the two axle support bearings and reinstall the inner bearing snap ring (4), Figure 20.

2. Install a new oil seal (3) in the retainer housing, Figure 20.

3. Position the seal retainer on the axle shaft and gently drive the axle into the housing, using care to not damage the oil seal.

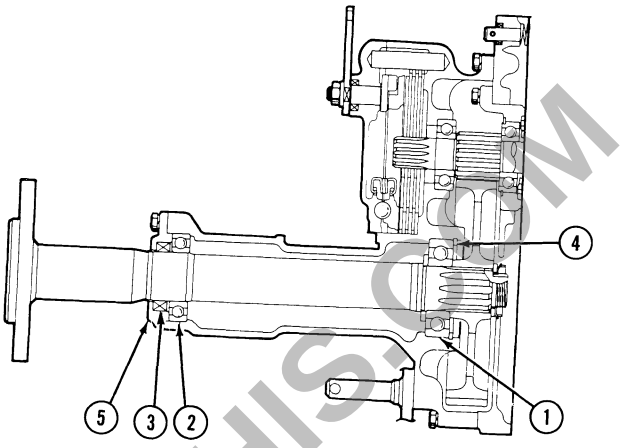


Figure 20
Rear Axle Assembly

1. Axle Support — Inner Bearing
2. Axle Support — Outer Bearing
3. Seal
4. Snap Ring
5. Seal Retainer

4. Position the seal retainer on the housing and install the retaining bolts.

5. Complete the assembly, following the removal procedure in reverse.

BRAKES AND FINAL PINION

DISASSEMBLY

NOTE: *The brakes may be serviced without removing the axle housing from the differential center housing assembly.*

The axle housing must be removed to service the final drive pinion.

1. Disconnect the brake rod clevis at the brake cover lever, Figure 21.

2. Remove the brake cover bolts, Figure 21.

   Remove the cover assembly, discs and stators, Figure 22.

3. If the final pinion is to be removed, gently drive the pinion out of the housing, Figure 23.

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ASSEMBLY

Reference — Figure 31

1. Clean all parts in a suitable solvent and air dry.

2. Lubricate all parts including O-rings and seals with clean hydraulic oil during assembly.

3. Install the cross shaft (1) in the cover while correctly positioning the ram arm.

   NOTE: *Be sure to align the reference marks (6) as shown, Figure 31.*

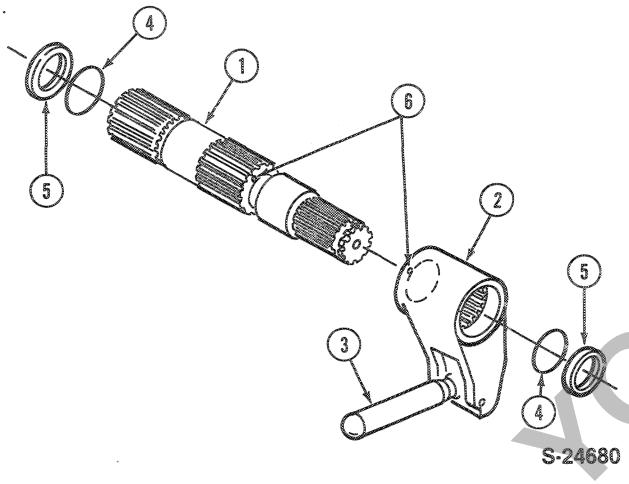


Figure 31
Lift Cross Shaft Assembly

1. Cross Shaft
2. Ram Arm
3. Piston Rod
4. O-Ring
5. Spring Washer
6. Reference Mark

4. Install the cylinder liner in the lift cover housing, Figure 32. Be sure to position the piston rod inside the cylinder liner during installation.

5. Install the piston seal on the piston and position it in the cylinder through the head opening, Figure 33. Exercise care to not damage the seal during installation.

6. Using a new O-ring and gasket, install the flow control valve asembly (4) and tighten the bolts to the specified torque, Figure 32. See "Specifications," Chapter 4.

7. Install the cover and control valve assembly (1) into the lift housing, Figure 35.

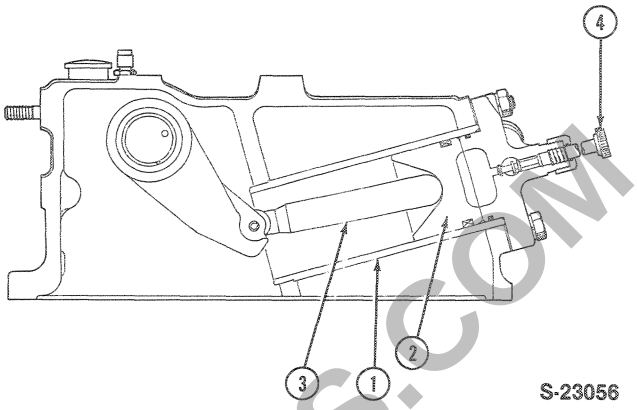


Figure 32
Cylinder Assembly

1. Cylinder "Liner"
2. Piston
3. Piston Rod
4. Flow Control Valve

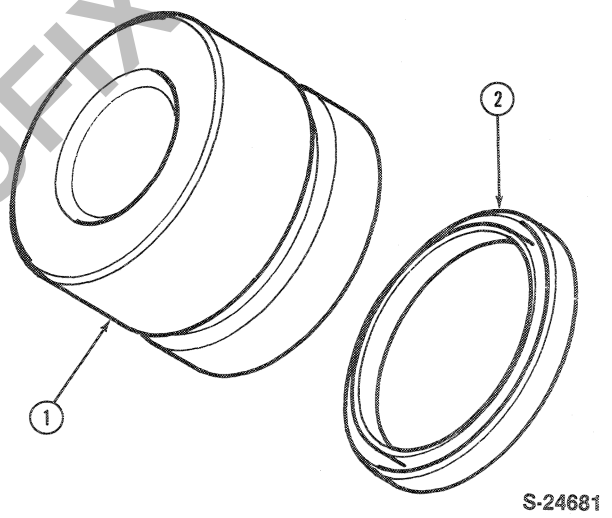


Figure 33
Hydraulic Piston Assembly

1. Piston
2. "U" Seal

8. Using a new O-ring, install the O-ring, spring washer, lift arm and snap ring on each side, Figure 34.

   NOTE: *Be sure to align the reference marks scribed at time of disassembly. If no scribe marks are present, install the lift arms positioned as shown, Figure 35.*

9. Install the lift cover assembly on the tractor. Tighten the bolts to the specified torque. See "Specifications," Chapter 4.

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POWER STEERING OPERATION

OIL FLOW — NEUTRAL OPERATION

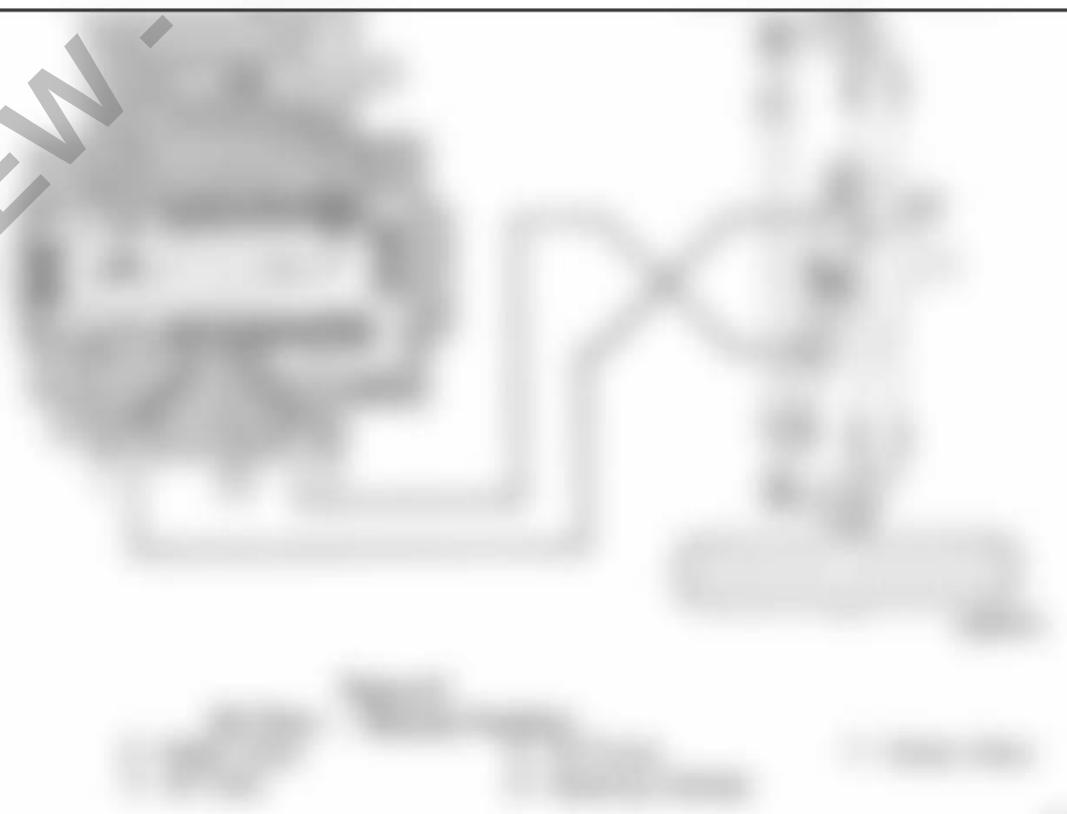
Reference — Figure 8

In the neutral position, the oil flows through the hollow spool and returns to the reservoir via port "T."

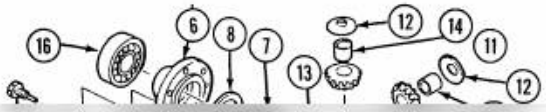
Passage to ports "L" and "R" leading to the cylinder

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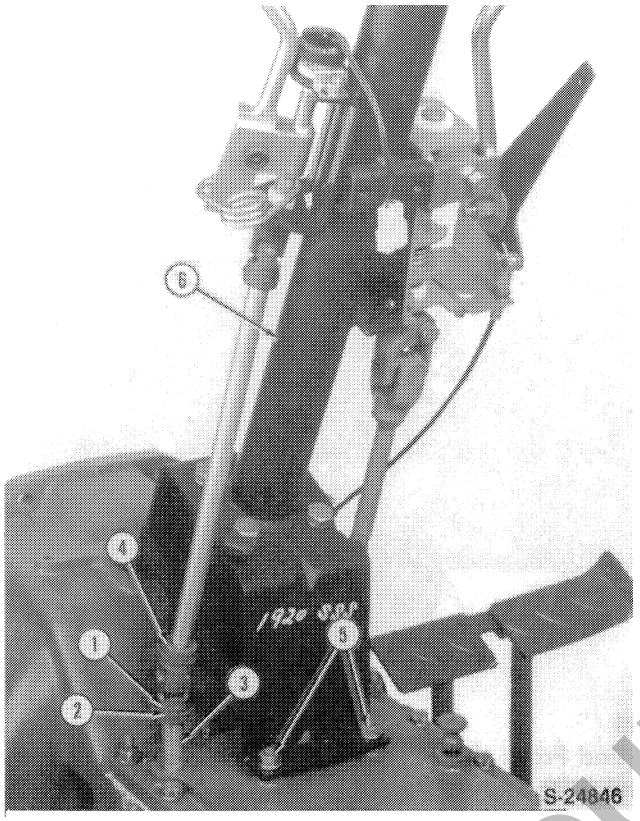


Figure 27
Steering Column and Shift Linkage Removal

1. Snap Ring
2. Pin
3. Shift Arm
4. Universal Joint
5. Mounting Bolts (4)
6. Steering Column

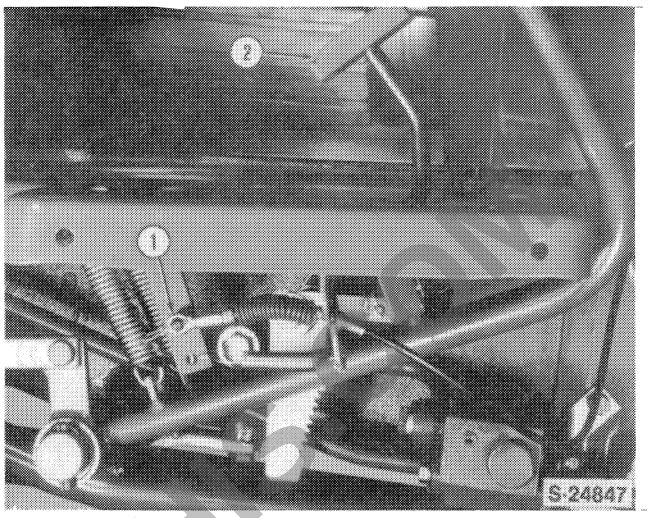


Figure 28
Foot Throttle Cable Removal

1. Foot Throttle Cable
2. Foot Throttle Pedal

17. Remove the sheet metal panels, Figure 29.

18. Remove the brake pedal rods, Figure 30.

19. On the HSS model, disconnect the lube cut-off valve cable from the clutch pedal, Figure 31.

20. Disconnect the clutch pedal rod from the bellcrank, Figure 31.

21. Remove the brake cross shaft support bolts and remove the cross shaft, support and pedals as an assembly, Figure 31.

22. Remove the parking brake mounting bolt and remove the parking brake linkage and switch as an assembly, Figure 32.

23. Remove the rubber mat from the transmission housing.

24. Remove the rear wiring harness from the transmission case.

25. Remove the transmission case cover and center housing cover, Figure 33.

26. Disconnect the range gearshift lever(s), Figure 31.

27. Remove the internal buckle-up bolts, Figure 34.

28. Attach an overhead hoist to the transmission housing.

29. Remove the external buckle-up bolts (5), Figure 33.

30. Using a heavy rubbet mallet, loosen the transmission to center housing mating joint and carefully slide the transmission forward off the dowel pins.

INSTALLATION

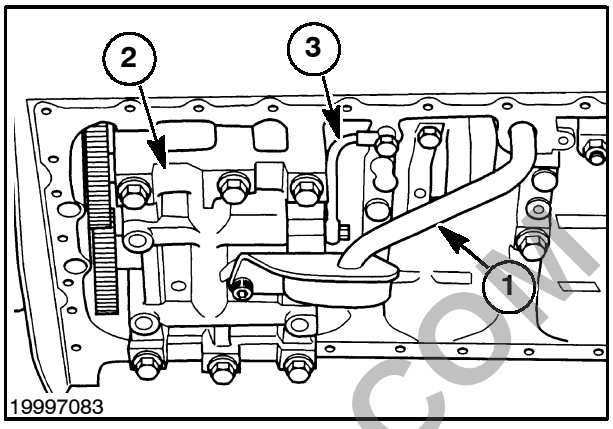
Reassembly of the transmission to the rear axle center housing generally follow the removal procedure in reverse order.

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Connecting Rods, Bearings, Pistons, Rings and Cylinder Block Disassembly

NOTE: *The pistons and connecting rods can be removed with the engine in the tractor after removing the cylinder head and oil pan.*

1. Remove the cylinder head assembly. See “Cylinder Head Removal,” this section.
2. Drain the engine oil, see Operator’s Manual.
3. Remove the oil pan bolts and remove the pan.



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4. Remove the oil transfer tube banjo bolts and remove the oil tube. Remove the dynamic balancer attaching bolts and lower the balancer assembly from the block.

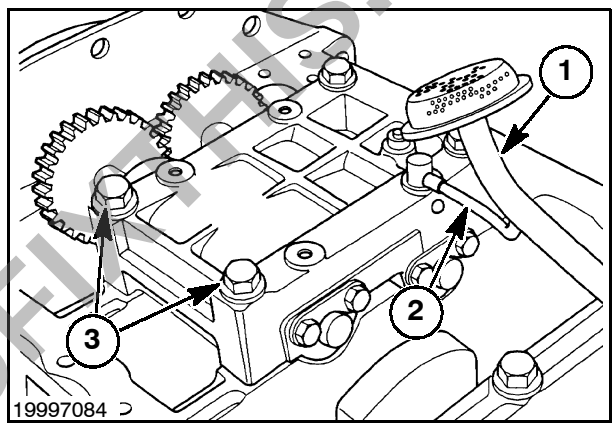
NOTE: *Observe the quantity of shims used, if and and retain for installation in their original location between the bouncer frame and engine block. See “Dynamic Balancer Removal,” this section.*

5. Remove the carbon deposit around the top of each of the cylinders.

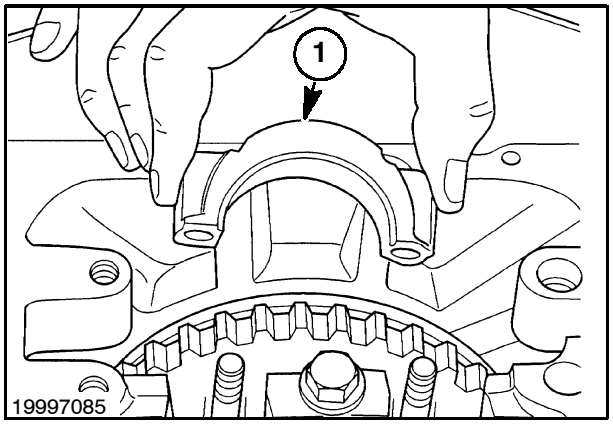
   If necessary use a ridge reamer to remove the ridge at the top of the cylinder.

6. Remove the connecting rod bearing caps, 1, one a time and push the connecting rod and piston assembly out the top of the block.

NOTE: *Be sure to keep the connecting rod caps and bearing liners with the respective rods for reassembly in their original location.*



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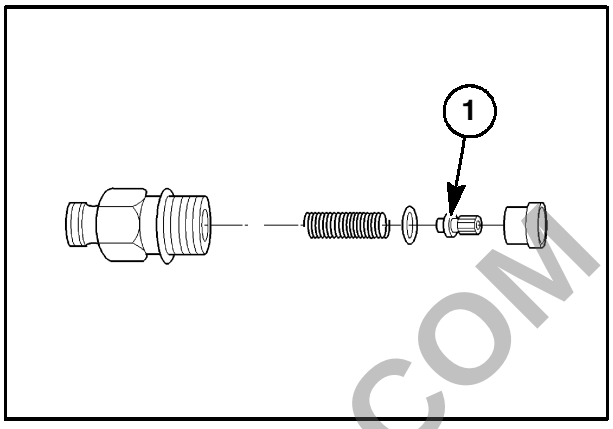
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PROBLEM	POSSIBLE CAUSE	CORRECTION
Engine knocks	Diluted or thin oil	Change engine oil and filter
	Insufficient oil supply	Check engine oil level
	Low oil pressure	Inspect lube system for restrictions
	Worn crankshaft thrust bearing	Replace thrust bearing
	Excessive flywheel run out	Replace flywheel
	Excessive connecting rod or main bearing clearance	Replace bearings or crankshaft if necessary
	Seized bearing	Replace bearing and affected component if necessary
	Clogged oil passage	Clean out oil passages
	Bent or twisted connecting rod	Replace connecting rod
	Crankshaft journals out of round	Rework or replace crankshaft
	Excessive piston to cylinder bore clearance	Replace piston with correct oversize piston
	Excessive piston ring side clearance	Replace piston rings
	Broken or damaged ring	Replace piston ring
	Excessive wrist pin clearance	Replace wrist pin or bushing
	Seized piston	Replace piston and block if necessary
	Piston pin retainer loose or missing	Replace retainer
	Improper valve lash adjustment	Adjust valve lash to specification
	Worn valve lifter	Replace valve lifter
	Excessive timing gear backlash	Replace all timing gears
	Low cylinder compression	
	Improper injection timing	
	Improper nozzle injection pressure and angle	
Engine stops while operating	Lack of fuel in fuel tank	Fill fuel tank
	Clogged fuel filter	Replace filter
	Air mixed in fuel system	Inspect for air leaks
	Faulty component	Replace component
	Burned out fuse	Replace fuse

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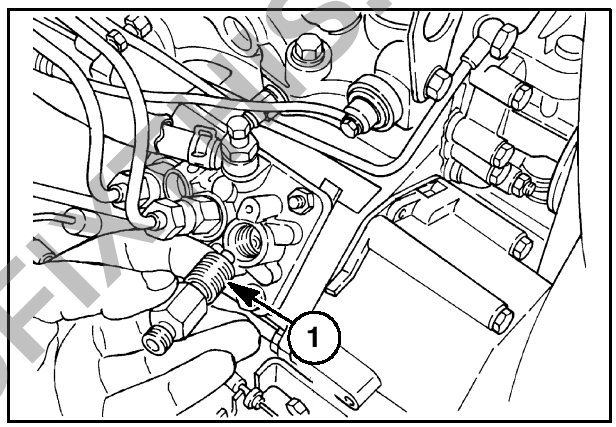
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12. Remove only the delivery valve piston, 1, from the No. 1 delivery valve.



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13. Reinstall the holder, 1, with spring and piston seat into the injection pump and tighten securely. Insert a small diameter wire down through the holder, 1, and bend a hook on the end of the wire to hold the spring, washer, and the piston seat in the holder, while re-installing in the injection pump. Remove the wire just prior to the holder being seated in the pump.



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