

NEW HOLLAND

3010S
4010S
5010S

REPAIR MANUAL

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NEW HOLLAND

SERVICE

86566833 3/98

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3010S, 4010S, 5010S TRACTORS
REPAIR MANUAL

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SAFETY RULES

PAY ATTENTION TO THIS SYMBOL



This warning symbol points out important messages involving personal safety. Carefully read the safety rules contained herein and follow advised precautions to avoid potential hazards and safeguard your safety and personal integrity.
In this manual you will find this symbol together with the following key–words:

***WARNING** – it gives warning about improper repair operations and deriving potential consequences affecting the service technician's personal safety.*

***DANGER** – it gives specific warning about potential dangers for personal safety of the operator or other persons directly or indirectly involved.*



TO PREVENT ACCIDENTS

Most accidents and personal injuries taking place in workshops are due from non–observance of some simple and essential prudent rule and safety precaution. For this reason, IN MOST CASES THEY CAN BE AVOIDED. It suffices to foresee possible causes and act consequently with necessary caution and care.

The possibility that an accident might occur with any type of machine should not be disregarded, no matter how well the machine in question was designed and built.

A wise and careful service technician is the best precaution against accidents.

Careful observance of only this basic precaution would be enough to avoid many severe accidents.

DANGER: Never carry out any cleaning, lubrication or maintenance operations when the engine is running.

SAFETY RULES

GENERALITIES

◊ Carefully follow specified repair and maintenance procedures.

◊ Do not wear rings, wristwatches, jewels, unbuttoned or flapping clothing such as ties, torn clothes, scarves, open jackets or shirts with open zips which could get caught in moving parts. We advise to use approved safety clothing such as anti–slipping footwear, gloves, safety goggles, helmets, etc.

◊ Never carry out any repair on the machine if someone is sitting on the operator's seat, except if they are certified operators to assist in the operation to be carried out.

◊ Never operate the machine or use attachments from a place other than sitting at the operator's seat.

◊ Never carry out any operation on the machine when the engine is running, except when specifically indicated.

◊ Stop the engine and ensure that all pressure is relieved from hydraulic circuits before removing caps, covers, valves, etc.

◊ All repair and maintenance operations should be carried out with the greatest care and attention.

◊ Service stands and platforms used in a workshop or in the field should be built in compliance with the safety rules in force.

◊ Disconnect the batteries and label all controls to warn that the tractor is being serviced. Block the machine and all equipment which should be raised.

◊ Never check or fill fuel tanks or batteries, nor use starting liquid if you are smoking or near open flames as such fluids are flammable.

◊ Brakes are inoperative when they are manually released for maintenance purposes. In such cases, the machine should be kept constantly under control using blocks or similar devices.

◊ The fuel filling gun should remain always in contact with the filler neck. Maintain this contact until the fuel stops flowing into the tank to avoid possible sparks due to static electricity buildup.

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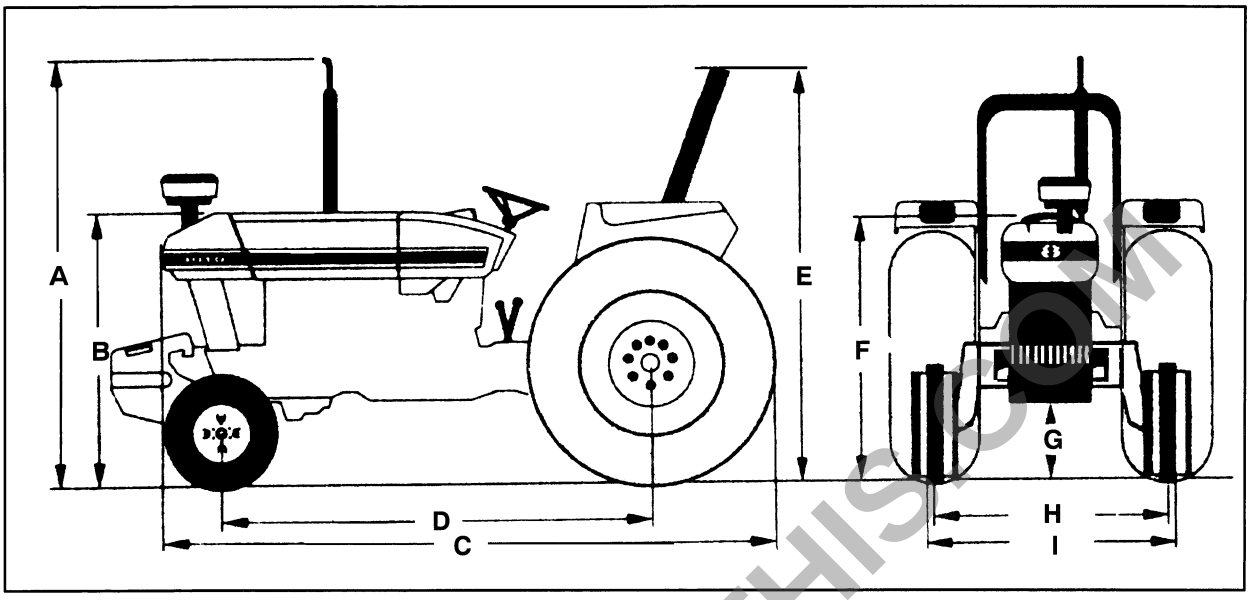


FIGURE 0-1

2WD TRACTOR DIMENSIONS	3010	4010	5010
Standard Front Tires	7.50–16	7.50–16	7.50–16
Standard Rear Tires	14.9–28	16.9–28	16.9–30
A (Height of Exhaust)	2505 mm (98.6 in.)	2510 mm (98.8 in.)	2560 mm (100.8 in.)
B (Height of Hood)	1465 mm (57.7 in.)	1470 mm (57.9 in.)	1520 mm (59.8 in.)
C (Length from Front of Hood to Back of Rear Tire)	3160 mm (124.4 in.)	3160 mm (124.4 in.)	3400 mm (133.9 in.)
D (Length Between Axle Centers)	2010 mm (79.1 in.)	2010 mm (79.1 in.)	2190 mm (86.2 in.)
E (Height of ROPS)	2305 mm (90.7 in.)	2340 mm (92.1 in.)	2340 mm (92.1 in.)
F (Height of Steering Wheel)	1585 mm (62.4 in.)	1605 mm (63.2 in.)	1640 mm (64.6 in.)
G (Clearance)	300 mm (11.8 in.)	300 mm (11.8 in.)	375 mm (14.8 in.)
H (Front Wheel Track Widths)	1372 – 1981 mm (54.0 – 78.0 in.)	1372 – 1981 mm (54.0 – 78.0 in.)	1422 – 2032 mm (56.0 – 80.0 in.)
I (Rear Wheel Track Widths)	1525 – 1930 mm (60.0 – 76.0 in.)	1525 – 1930 mm (60.0 –76.0 in.)	1525 – 2032 mm (60.0 – 80.0 in.)

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MINIMUM HARDWARE TIGHTENING TORQUES

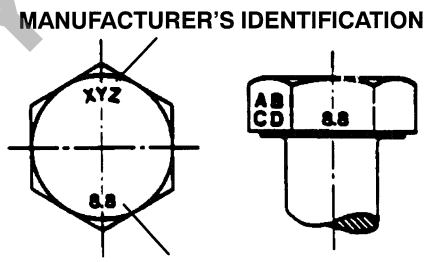
IN FOOT POUNDS (NEWTON-METERS) FOR NORMAL ASSEMBLY APPLICATIONS

METRIC HARDWARE AND LOCKNUTS

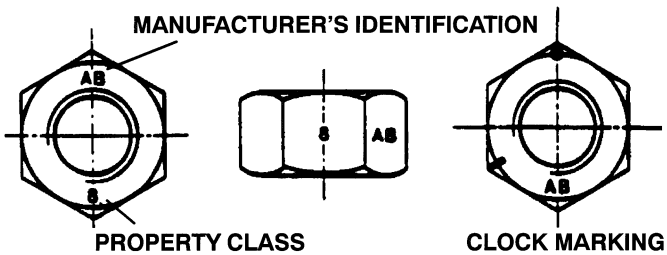
NOMINAL SIZE	CLASS 5.8		CLASS 8.8		CLASS 10.9		LOCKNUT CL.8 W/CL8.8 BOLT
	UNPLATED	PLATED W/ZnCr	UNPLATED	PLATED W/ZnCr	UNPLATED	PLATED W/ZnCr	
M4	15* (1.7)	19* (2.2)	23* (2.6)	30* (3.4)	33* (3.7)	42* (4.8)	16* (1.8)
M6	51* (5.8)	67* (7.6)	79* (8.9)	102* (12)	115* (13)	150* (17)	56* (6.3)
M8	124* (14)	159* (18)	195* (22)	248* (28)	274* (31)	354* (40)	133* (15)
M10	21 (28)	27 (36)	32 (43)	41 (56)	45 (61)	58 (79)	22 (30)
M12	36 (49)	46 (63)	55 (75)	72 (97)	79 (107)	102 (138)	39 (53)
M16	89 (121)	117 (158)	137 (186)	177 (240)	196 (266)	254 (344)	97 (131)
M20	175 (237)	226 (307)	277 (375)	358 (485)	383 (519)	495 (671)	195 (265)
M24	303 (411)	392 (531)	478 (648)	619 (839)	662 (897)	855 (1160)	338 (458)

NOTE: Torque values shown with * are inch pounds.

IDENTIFICATION
HEX CAP SCREW AND CARRIAGE BOLTS
CLASSES 5.6 AND UP



HEX NUTS AND LOCKNUTS
CLASSES 05 AND UP



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2WD SPEED CHART

Ground Speed in KPH (MPH) at 2500 RPM

RANGE	GEAR	3010 2WD	4010 2WD	5010 2WD
		14.9–28	16.9–28	16.9–30
I	1	3.1 KPH (1.9 MPH)	3.2 KPH (2.0 MPH)	3.1 KPH (1.9 MPH)
I	2	4.7 KPH (2.9 MPH)	4.9 KPH (3.0 MPH)	4.6 KPH (2.9 MPH)
I	3	6.8 KPH (4.3 MPH)	7.1 KPH (4.4 MPH)	6.7 KPH (4.2 MPH)
I	4	8.8 KPH (5.5 MPH)	9.2 KPH (5.7 MPH)	8.7 KPH (5.4 MPH)
II	5	11.2 KPH (6.9 MPH)	11.7 KPH (7.2 MPH)	11.0 KPH (6.8 MPH)
II	6	16.8 KPH (10.5 MPH)	17.5 KPH (10.9 MPH)	16.6 KPH (10.3 MPH)
II	7	24.6 KPH (15.3 MPH)	25.7 KPH (16.0 MPH)	24.2 KPH (15.1 MPH)
II	8	31.8 KPH (19.8 MPH)	33.2 KPH (20.6 MPH)	31.3 KPH (19.5 MPH)
I	R1	4.5 KPH (2.8 MPH)	4.7 KPH (2.9 MPH)	4.4 KPH (2.7 MPH)
II	R2	16.1 KPH (10.0 MPH)	16.7 KPH (10.4 MPH)	15.8 KPH (9.8 MPH)

4WD SPEED CHART

Ground Speed in KPH (MPH) at 2500 RPM

RANGE	GEAR	3010 4WD	4010 4WD	5010 4WD
		14.9–28	16.9–28	16.9–30
I	1	2.8 KPH (1.8 MPH)	2.9 KPH (1.8 MPH)	3.1 KPH (1.9 MPH)
I	2	4.3 KPH (2.7 MPH)	4.4 KPH (2.8 MPH)	4.6 KPH (2.9 MPH)
I	3	6.2 KPH (3.9 MPH)	6.5 KPH (4.0 MPH)	6.7 KPH (4.2 MPH)
I	4	8.1 KPH (5.0 MPH)	8.4 KPH (5.2 MPH)	8.7 KPH (5.4 MPH)
II	5	10.2 KPH (6.3 MPH)	10.6 KPH (6.6 MPH)	11.0 KPH (6.8 MPH)
II	6	15.3 KPH (9.5 MPH)	16.0 KPH (9.9 MPH)	16.6 KPH (10.3 MPH)
II	7	22.4 KPH (14.0 MPH)	23.4 KPH (14.5 MPH)	24.2 KPH (15.1 MPH)
II	8	29.0 KPH (18.0 MPH)	30.2 KPH (18.8 MPH)	31.3 KPH (19.5 MPH)
I	R1	4.1 KPH (2.5 MPH)	4.2 KPH (2.6 MPH)	4.4 KPH (2.7 MPH)
II	R2	14.6 KPH (9.1 MPH)	15.3 KPH (9.5 MPH)	15.8 KPH (9.8 MPH)

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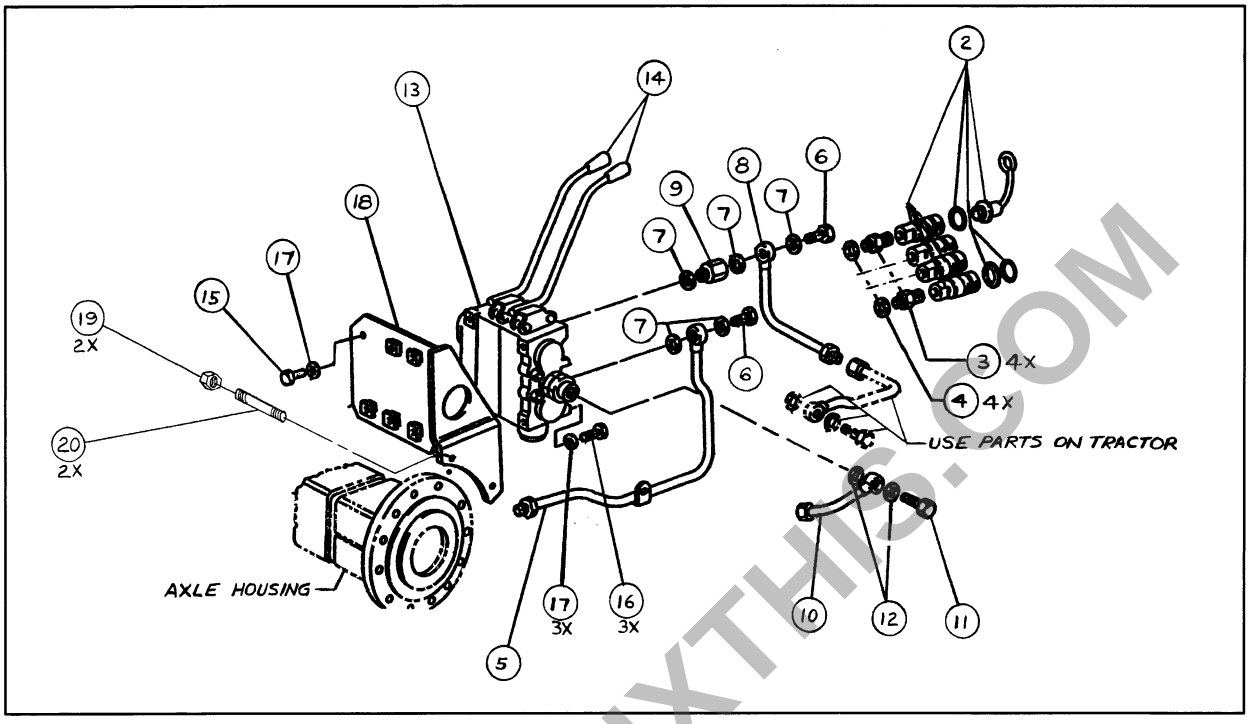


Figure 4-42

DUAL REMOTE VALVE KIT

The #86541702 Dual Remote Valve Kit replaces the complete remote valve controls that these tractors come with, as well as a few oil supply lines. This valve kit supplies the operator with two remote control valves.

PARTS LIST - #86541702 KIT

Item #	Part #	Qty.	Description
1	86541703	1	Installation instructions
2	5104084	4	Quick connector
3	5148191	4	Nipple (M18 x 1.5 x 1/2)
4	4858610	4	Bronze seal ring (M18 x 22.5 x 1.5)
5	5148192	1	Tube
6	5112588	2	Bolt hollow connector (M22 x 28 x 1.5)
7	10263460	5	Bronze seal ring (M22 x 28 x 1.5)
8	5148194	1	Tube
9	5148196	1	Spacer connector (M22 x 1.5)
10	5148197	1	Tube
11	10182614	1	Bolt hollow connector (13 x 20 x 1.5)
12	98429280	2	Bronze seal ring (M20 x 26 x 1.5)
13	See Fig. 4-43		Dual valve assembly complete
14	5146872	2	Knob
15	11106021	1	Bolt (M10 x 20)
16	11343724	3	Bolt (M10 x 1.25 x 63)
17	10516874	4	Lock washer (M10)
18	5148188	1	Valve mounting support
19	12163921	2	Nut (M12 x 1.5)
20	5144051	2	Stud (M12 x 1.5 x 65)

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29. Tighten the cap bolts (C_{10}, Fig. 6-1) to a torque of 113 N·m (11.5 kgm, 83 ft.lbs.).

30. Fit the safety plate, screwing the threaded adjustment ring in or out up to the nearest notch.

31. Attach the bevel drive/differential to the axle casing after having carefully cleaned and degreased the mating surfaces and applied a bead of silicon approx. 2mm (0.08 in.) wide along the line shown in the figure below.

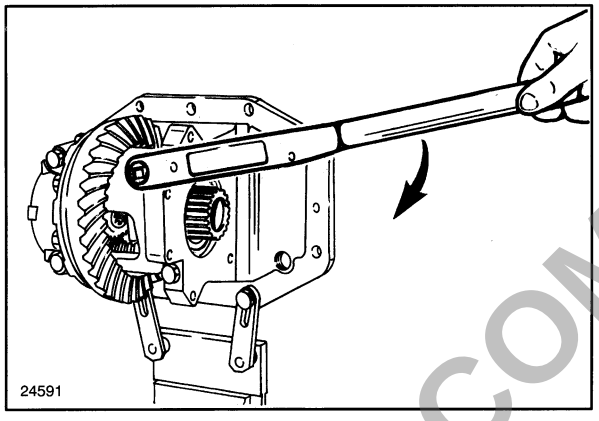


FIGURE 6-57

Silicone/gasket eliminator application diagram for assembly of bevel drive unit and epicyclic final drive unit.

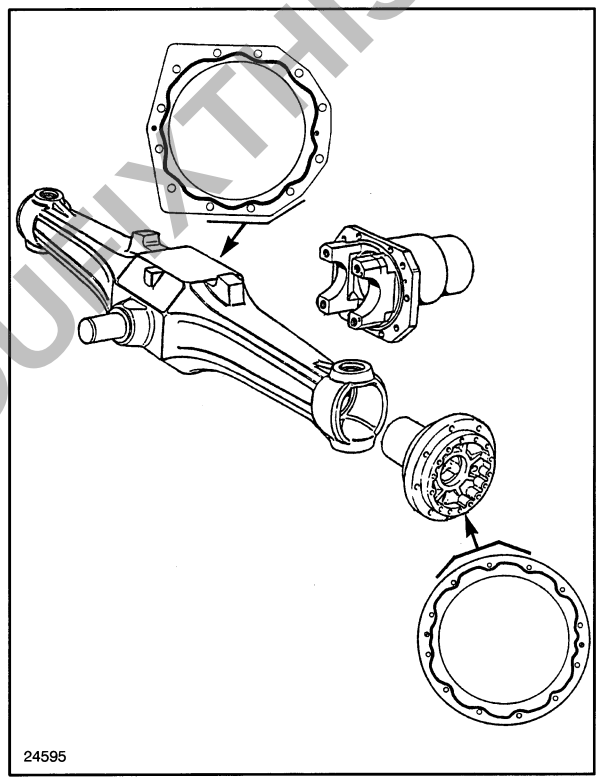


FIGURE 6-58

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SYSTEM TESTS

STARTING SYSTEM ON TRACTOR TEST

To easily and quickly trouble-shoot the starting system problems and reach conclusive results, we recommend using a battery/starting tester (high discharge multimeter) with incorporated 0-20V voltmeter and 0-500 A ammeter.

When using testing devices, follow test procedures recommended by the manufacturer. If you do not have access to testing devices, carry out the following test using a normal 0-20V voltmeter and a 0-500 Amp ammeter in order to check correct starter motor functioning without removing it from the engine.

Before carrying out the test:

- check the battery is fully charged;
- check that no wires in the starting system are broken or frayed and that there are no loose connections;
- check the engine is not seized.

POWER ABSORPTION IN STARTER MOTOR CIRCUIT

1. Disconnect ground (negative) battery cable (3).
2. Disconnect positive battery cable from starter solenoid. Connect the positive ammeter point (1) to the positive battery terminal clamp and the negative point to the solenoid input terminal.
3. Reconnect ground (negative) cable to negative battery terminal clamp (3).
4. Connect the positive voltmeter point (2) to the positive battery terminal clamp and the negative to the negative battery terminal clamp.

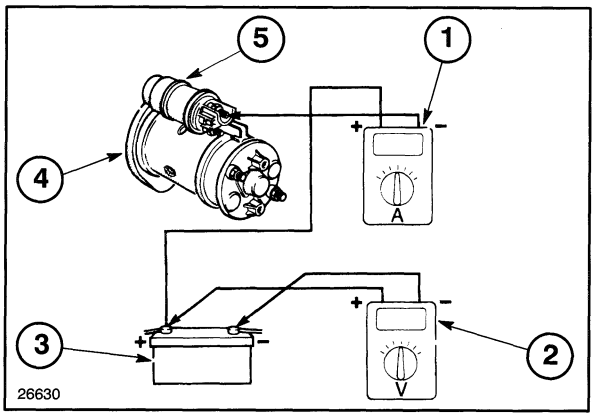


FIGURE 2-13

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O Rings and Adapter Rings

1. Confirm the correct O rings, 1, and adapter, or insert, rings, 2, are in the end plate. The adapter rings are thin metal rings for adapting the seal to the proper size for the O ring.

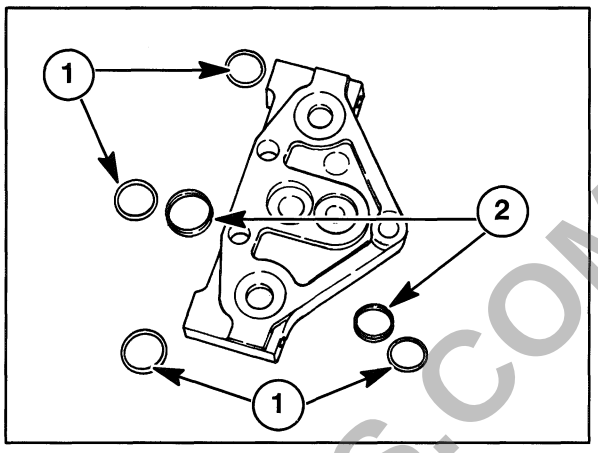


Figure 4-53

2. Confirm the correct O rings, 1, and adapter rings, 2, are in the double-acting valve with detent float segment.

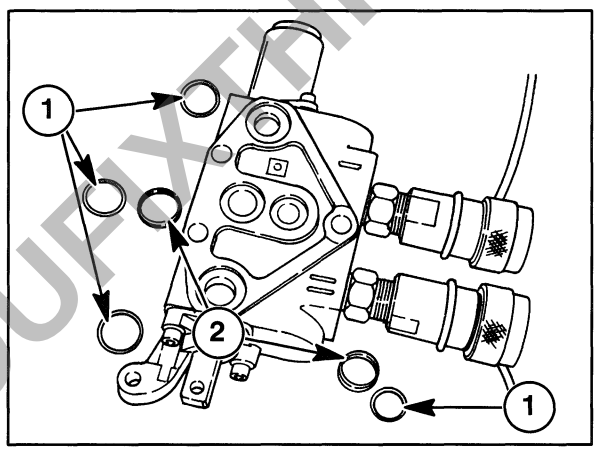


Figure 4-54

3. Confirm the correct O rings, 1, and adapter rings, 2, are in the double-acting valve, single/double convertible segment. This segment gets extra adapter rings that go inside the O rings to match up with the relief valve end segment. Make sure these extra rings are in the correct segment - the segment with the shorter spool cover that will go next to the relief valve end segment.

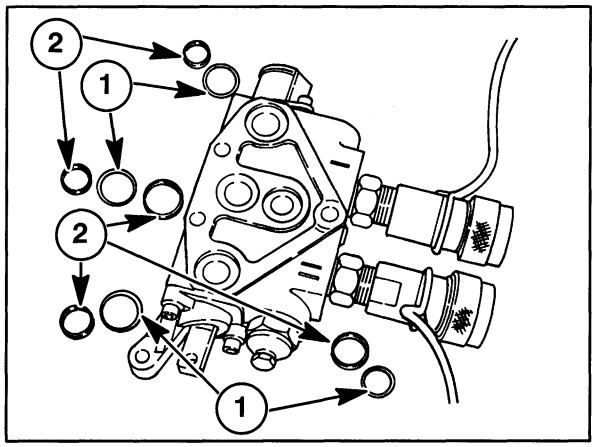


Figure 4-55

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INJECTOR SPECIFICATIONS	3010	4010	5010
Pump Model No.	DPS [663] 8522A161A	DPS [662] 8522A151A	DPS [653] 8520A791A
Injection Pump Rotation	Counterclockwise		
Shaft Journal Diameter	31.975 to 32.000 mm (1.2588 to 1.2598 in.)		
Bushing Fitter ID After Reaming	32.050 to 32.075 mm (1.2618 to 1.2628 in.)		
Shaft Clearance in Bushing	0.050 to 0.100 mm (0.0020 to 0.0040 in.)		
Bushing Interference Fit in Housing	0.063 to 0.140 mm (0.0025 to 0.0055 in.)		
Inner Washer Thickness	1.45 to 1.50 mm (0.0570 to 0.0590 in)		
Outer Washer Thickness	2.93 to 3.00 mm (0.1153 to 0.1181 in)		
BOSCH Injector			
Nozzle	4824165	4824171	4824165
Nozzle Holder	4791124	4791124	4791124
LUCAS Injector			
Nozzle	4817266	4817267	4817266
Nozzle Holder	4816070	4816070	4816070
Fuel Delivery Lines	4797511	4797522	4797522
Fuel Delivery Line Dimensions	6 x 2 x 475 mm	6 x 2 x 530 mm	6 x 2 x 530 mm

LUBRICATION SPECIFICATIONS	3010	4010	5010
Lubrication System	Force feed; gear pump		
Engine Capacity (filter included)	9.0 liters (9.5 US quarts)	10.0 liters (10.6 US quarts)	11.7 liters (12.3 US quarts)
Pump Drive	Camshaft		
Engine / Oil Pump Speed Ratio	2 to 1 ratio		
Oil Filtering	Mesh screen on oil pick-up line; full flow filter cartridge on delivery line		
Normal Oil Pressure	2.9 – 3.9 bar (3.0 – 4.0 kg/cm^2, 42.6 – 56.9 PSI)		
Relief Valve	Built into pump housing		
Shaft Clearance in Bushing	0.016 to 0.055 mm (0.0006 to 0.0022 in.)		
Shaft Clearance in Driven Gear	0.033 to 0.066 mm (0.0013 to 0.0026 in.)		
Gear Backlash	0.100 mm (0.0039 in.)		
Gear Clearance in Pump Body	0.060 to 0.170 mm (0.0024 to 0.0067 in.)		
Drive and Driven Gear Thickness	40.961 to 41.000 mm (1.6126 to 1.6142 in.)		
Gear Seat in Pump Height	41.025 to 41.087 mm (1.6152 to 1.6176 in.)		
Drive and Driven Gear End Float	0.025 to 0.126 mm (0.0009 to 0.0049 in.)		
Relief Valve Spring Length — Free	45.0 mm (1.77 in.)		
Relief Valve Spring Length — Loaded 45–49 N (4.6–5.0 kg)	37.5 mm (1.48 in.)		
Relief Valve Spring Length — Loaded 88–94 N (9.0–9.6 kg)	30.5 mm (1.20 in.)		

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Attaching the Handles to the Dual Valve Assembly:

1. Attach the handle, with the longest straight part to the double-acting single/double convertible valve segment, with a pin and lock rings, 1.
2. Attach the link to the handle with a pin and lock rings, 2.
3. Attach the link to the valve with a pin and split pin, 3.

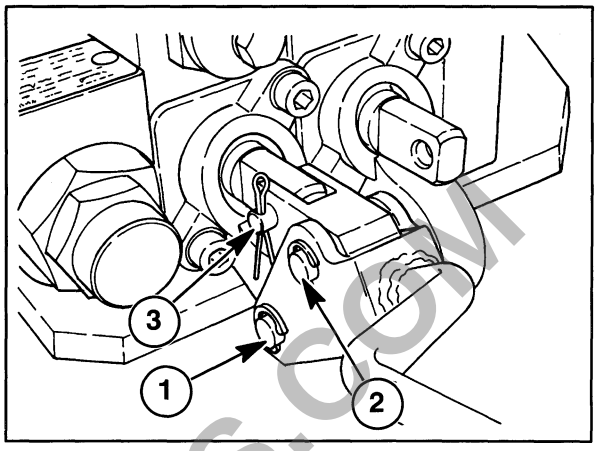


Figure 4-61

4. Repeat the process with the second handle. The second handle has more bends in it, and attaches to the double-acting valve with detent float. Repeat Steps 1 through 3 for the second handle. Check the proper handle configuration with the diagram.

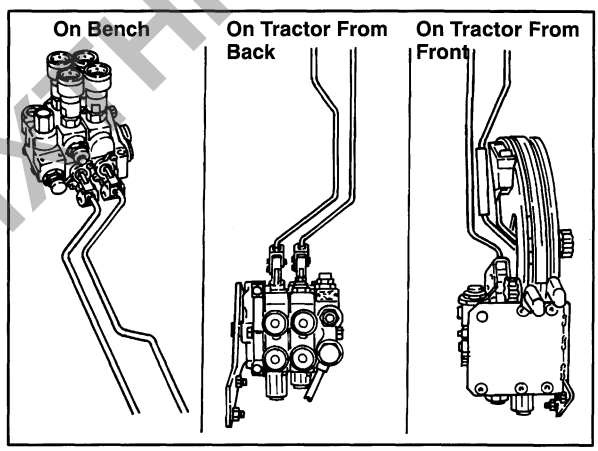


Figure 4-62

Mounting the Assembly to the Tractor Housing:

1. Install the new studs (M12 x 1.5 x 65) with the short-thread end in the housing. Double-nut the studs to screw them into the housing until they are snug.
2. Place the valve mounting support and assembly over the new stud bolts and thread two nuts with washers onto stud bolts, 1. Reuse the washers that were removed from the tractor when the original was removed. Tighten these bolts completely.

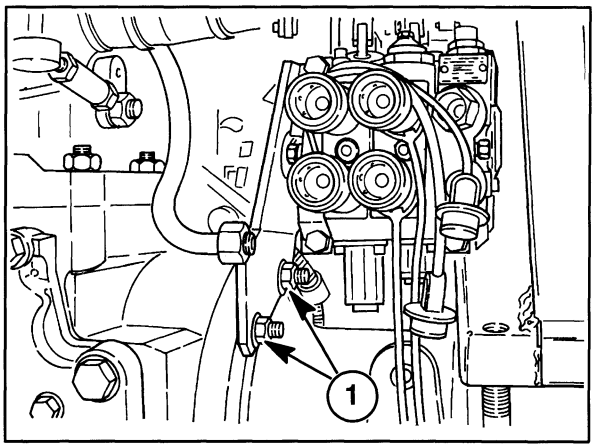


Figure 4-63

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SYNCHRONIZING THE TIMING GEARS

Proceed as follows:

— Remove the cover of the flywheel housing inspection window and its gasket.

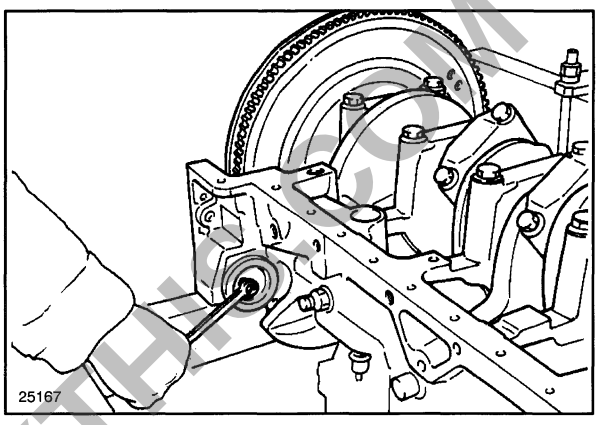


Figure 1-79

— Turn the drive shaft so as to bring cylinder No. 1 to TDC (compression stroke). Look through the inspection window to check that the notch in degrees aligns with the index mark, according to the type of pump installed on the tractor.

Note - PMS = TDC.

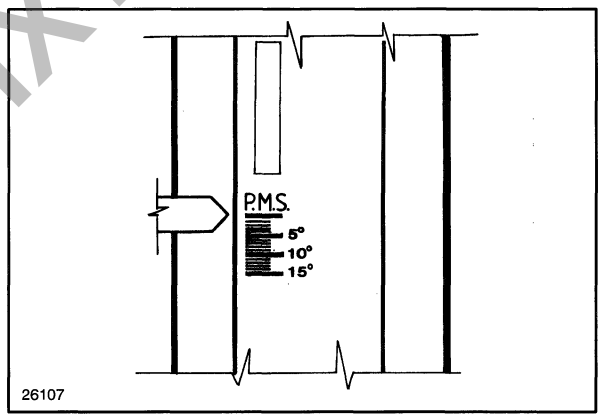


Figure 1-80

— Fit the timing gears making sure that the various reference marks indicated by the arrows in the figure are aligned.

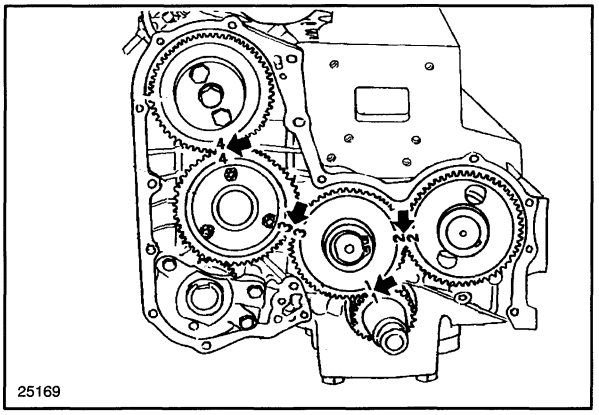


Figure 1-81

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STARTER SPECIFICATIONS	Marelli MT71 (3010 & 4010)	Bosch A007C04096 (5010)
Power	2.5 kW	3.1 kW
Maximum Current Drain Without Load	60 Amps at 11.6 Volts and 8600 RPM	150 Amps at 11.7 Volts and 7000 RPM
Starter Drive Ratio	9 to 11	15 to 10
Minimum Armature Commutator Diameter	45.0 mm (1.77 in.)	61.5 mm (2.42 in.)
Maximum Armature Shaft End Play	0.1 to 0.4 mm (0.004 to 0.016 in.)	0.1 to 0.5 mm (0.004 to 0.020 in.)

STARTER TIGHTENING TORQUE	N·m	Ft.Lbs.
Starter Motor / Engine Block Fastening Bolts	34 N·m	25 ft.lbs.
Box on Starter Motor / Ground Wire Side	16 N·m	12 ft.lbs.
Solenoid Wire Nuts	7 N·m	5.0 ft.lbs.
Box Nuts on Starter Motor Side	10 N·m	7.5 ft.lbs.
Solenoid Fastening Nuts	5 N·m	4.0 ft.lbs.

STARTER DESCRIPTION AND OPERATION

All systems consist of an ignition key switch, heavy-duty wiring, a starter motor with solenoid, a start-up relay and a neutral start switch. These are the basic circuit components used on versions with mechanical gearbox.

The starter has four poles, four brushes with integrated solenoid and positive mesh engagement control. The starter motor solenoid consists of two coils connected in parallel. The low resistance pull-in coil is grounded via the engine, while the high resistance hold-in coil is grounded via the solenoid body.

When the ignition switch is closed with the range lever and PTO lever in neutral, the coils are energized and the plunger is magnetically drawn inside the solenoid. This movement, transmitted by means of an orientable joint mechanism, makes the driving pinion engage the flywheel ring gear. The moment the pinion touches the ring gear, the plunger closes a series of contacts and powers all four field windings directly from the battery, thus giving full power to the starter motor.

At this stage, one end of the pull-in coil is connected to the positive battery pole through the starter switch, while the other end is connected to the positive pole through the solenoid contacts. The pull-in coil is thus bypassed, without absorbing power, and the hold-in coil alone keeps the plunger in position.

The starter motor includes a series of contacts and a two-part solenoid plunger which completely closes the contacts even if the pinion teeth are not perfectly in line with the ring gear. When this happens, a clutch spring compresses the pinion, forcing it to connect completely as soon as the starter motor starts turning.

When the key ignition switch is released, power is taken from both the solenoid and the motor. The solenoid return spring, acting on the orientable joint mechanism, frees the driving pinion from the gear and opens the solenoid contacts again.

A roller type clutch is incorporated to the driving pinion group. This prevents the pinion from overspeeding if it stays engaged with the flywheel ring gear after the engine has been started.

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BRAKES

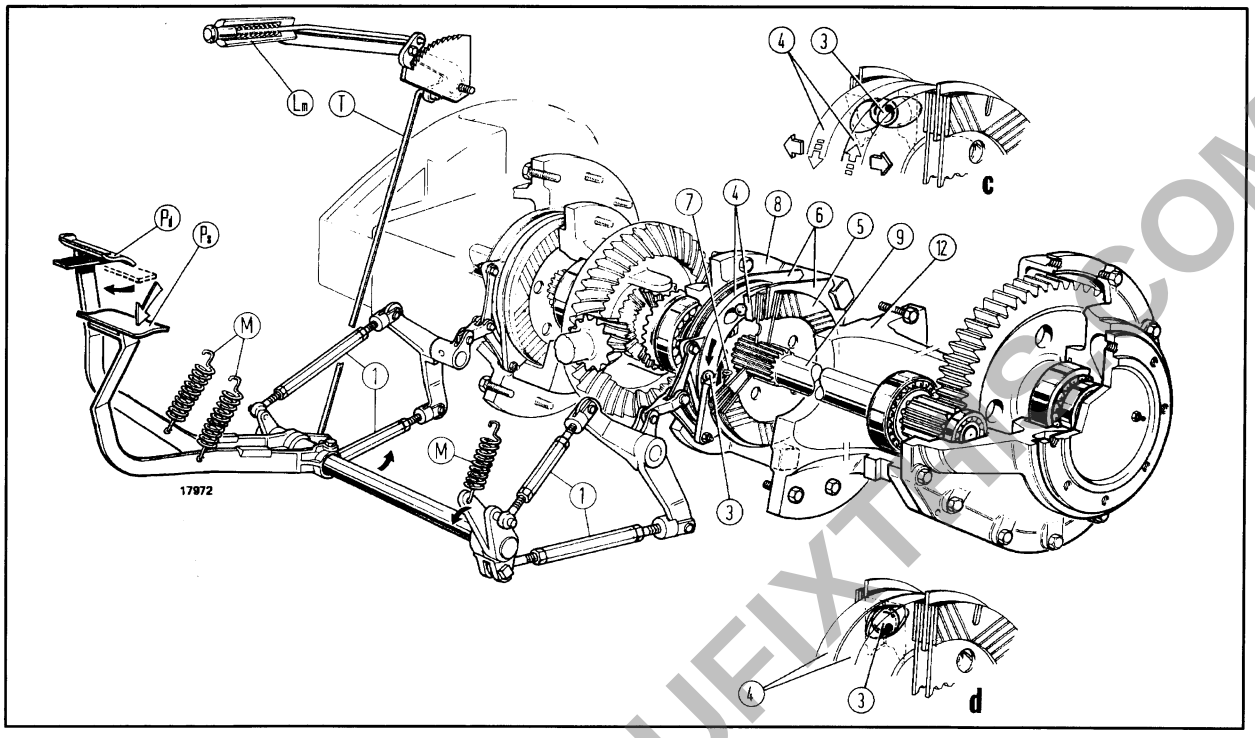


FIGURE 3-44

View of Brakes and Controls

c. Brakes applied
d. Brakes at rest
Lm. Parking brake hand lever
M. Brake pedal return springs
Pd. RH brake pedal
Ps. LH brake pedal
T. Parking brake control linkage
1. Brake linkage
3. Actuator (4) balls
4. Brake actuator discs
5. Brake disc
6. Backup disc
7. Actuator (4) return spring
8. Differential support
9. Axle shaft
12. Final drive housing.

BRAKE OPERATION

When LH brake pedal (Ps, Fig. 3-44) is depressed, the linkage moves as shown by the arrows, thereby causing actuator discs (4) to move in opposite directions. As discs turn, balls (3) in taper seats force the discs apart (as shown in detail c, Fig. 3-44).

These two simultaneous actions compress brake discs against differential support (8), backup discs (6), actuator discs (4), and final drive housing (12).

Upon releasing the brake pedal, the actuator return spring (7) and brake pedal return springs (M) immediately pull actuator (4) back into rest position (as shown in detail d).

Operation is the same when RH pedal (Pd) is depressed.

IMPORTANT: New brake discs (5) must be soaked for at least two hours, and preferably for 5 to 6 hours, in transmission / hydraulic oil before installation.

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SECTION 5
2WD FRONT AXLE AND STEERING

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2WD FRONT AXLE AND STEERING SPECIFICATIONS

2WD FRONT AXLE	3010 / 4010	5010
Type	Inverted U; telescoping center pivot	
2WD Standard Tires	7.50-16	7.50-16
2WD Front Wheel Track Widths (Seven Possible Widths)	1372 - 1981 mm (54.0 - 78.0 in.)	1422 - 2032 mm (56.0 - 80.0 in.)
Track Width Intervals	4 inches; 2 inch each axle (101.6 mm; 50.8 mm each axle)	

2WD FRONT AXLE TORQUE SPECS	Thread Size	Specification
Capscrew, front axle carrier to engine (C3, Fig. 5-1)	M18 x 1.5	315 N·m (232 ft.lbs.)
Capscrew, axle pivot (C4, Fig. 5-1)	M10 x 1.25	59 N·m (43 ft.lbs.)
Nut, axle end	M16 x 1.5	221 N·m (163 ft.lbs.)
Capscrew, wheel to hub (C2, Fig. 5-2)	M18 x 1.5	315 N·m (232 ft.lbs.)
Nut, track rod ball joint	M14 x 1.5	98 N·m (72 ft.lbs.)
Nut, RH and LH levers on knuckles (C1, Fig. 5-2)	M14 x 1.5	147 N·m (108 ft.lbs.)
Steering motor gyrotor pump bolts	M6 x 1	8 N·m (6 ft.lbs.)

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