

NEW HOLLAND

REPAIR MANUAL

4835 5635
6635 7635

Section 1 – General Information

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NEW HOLLAND

SERVICE

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35 SERIES REPAIR MANUAL CONTENTS



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CONSUMABLES

PART TO BE FILLED	Quantity dm³ litres (US gal)	New Holland Recommended Product	New Holland Specification	International Specification
Cooling system: - without cab: 65, 75, 85 and 95 HP models ..... - with cab: 65, 75, 85 and 95 HP models	14 (3.70 US gal) 16 (4.23 US gal)	50% Antifreeze Plus 50% Clean, Soft Water	M97B18-D	WSN-M97B18-D
Windscreen washer tank ...	2 (0.53 US gal)	Water and Washer Fluid	-	-
Fuel tank, all models.	110 (29.0 US gal)	Decanted and Filtered Diesel Fuel	-	40 min. Cetne Rating (No. 2)
Crankcase sump: - without filter: 65, 75, 85 and 95 HP models ..... - with filter: 65, 75, 85 and 95 HP models	9.5 (2.51 US gal) 10.5 (2.77 US gal)	Premium Multi-Grade Engine Oil	SH/CG-4 API15W-40)	API CF-4/SG CCMC D4 MIL-L-2104E
Brake control circuit	0.4 (0.42 US qt)	Brake Oil	M97B18-D	-
Front axle: axle case: - 65 and 75 HP models ..... - 85 and 95 HP models ..... lateral final drives (each): - 65 and 75 HP models ..... - 85 and 95 HP models ..... Rear transmission (bevel gear pair - lateral final drives and brakes), gearbox, hydraulic lift, PTO and hydrostatic steering: - 65 and 75 HP models . - 85 and 95 HP models ..... With synchronised reverser, all models	4.5 (1.19 US gal) 7.0 (1.85 US gal) 0.8 (0.84 US qt) 1.25 (1.32 US qt) 49 (12.94 US gal) 55 (14.53 US gal) 55 (14.53 US gal)	Multigrade Transmission, Rear Axle, and Hydraulic Oil	134-D 85700812	API GL4 ISO 32/46 SAE 10W-30
Front wheel hubs	-	Multipurpose Grease Extreme Pressure (EP)	865033661	NLGI 2 ESE-M1C75-B ESN-M1C137-B
Compression cups	-			

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ANGULAR TORQUE DATA

PART	Thread size	Preliminary torque		Angle
		N·m	ft lbs	
Cylinder head bolts (2, Fig. 2-6)	M 12 x 1.25	70	52	90° + 90°
Main bearing cap bolts (4)	M 14 x 1.5	80	59	90°
Big-end cap bolts (5)	M 11 x 1.5	40	30	60°
Flywheel mounting bolts (3)	M 12 x 1.25	40	30	60°

TIGHTENING TORQUE DATA

PART	Thread size	Tightening torque	
		N·m	ft lbs
Rocker shaft pedestal bolts (1, Fig. 2-6)	M 8	25	18
Crankshaft hub retaining nut (7, Fig. 2-6)	M 30 x 1.5	294	217
Fan and alternator pulley bolts (6, Fig. 2-6)	M 10 x 1.25	55	41
Additional counterweight retaining bolts (1, Fig. 2-7)	M 12 x 1.25	110	81
Inlet manifold retaining bolts (1, Fig. 2-82)	M 8	25	18
Alternator and belt tension adjustment nut (1 Fig. 2-68)	M 10 x 1.25	55	41
Coolant pump retaining bolts (1, Fig. 2-73)	M 10 x 1.25	55	41
Nuts for injector mounting studs (2, Fig. 2-152)	M 8	25 **(*)**	18 **(*)**
Rocker cover nuts (1, Fig. 2-94)	M 8	15	11
Rocker shaft pedestal bolts (2, Fig. 2-95)	M 8	25	18
Oil pump and pump cover retaining bolts (1, Fig. 2-103)	M 8	25	18
Timing gear case and cover bolts (1, Fig. 2-107)	M 8	25	18
Intermediate flanged journal bolts (1, Fig. 2-110)	M 10 x 1.25	55	41
Camshaft thrust plate retaining bolts (4, Fig. 2-111)	M 8	35	26
Rear crankcase cover bolts (2, Fig. 2-131)	M 8	25	18
Tappet adjuster locknuts (1, Fig. 2-151)	M 8	22	16
Exhaust manifold retaining bolts (1, Fig. 2-78)	M 8	25	18
Injection pump mounting bolts (1, Fig. 2-268)	M 8	25	18
Sump pan retaining bolts (4, Fig. 2-100) to			
- inner rear timing cover and gear case	M 10 X 1.25	39 to 49	29 to 36
- cylinder block and flywheel case			
• models 65 hp and 75 hp	M 10 X 1.25	49 to 59	36 to 44
• models 85 hp and 95 hp	M 10 X 1.25	49 to 69	36 to 51

(*) Tighten nuts in two stages: see operation on page 2–75

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ENGINE - REMOVAL

⚠ DANGER ⚠

Lift and handle all heavy parts using suitable lifting equipment.
Make sure that the load is supported by means of suitable slings and hooks.
Make sure that no-one is standing in the vicinity of the load to be lifted.

⚠ CAUTION ⚠

Always use suitable tools to align holes in parts.
NEVER USE YOUR FINGERS OR HANDS.

1. Disconnect the negative lead from the battery.
2. Drain oil from the transmission/gearbox.
3. Drain liquid from cooling system.

4. Remove tool box and tool box support bracket (1).

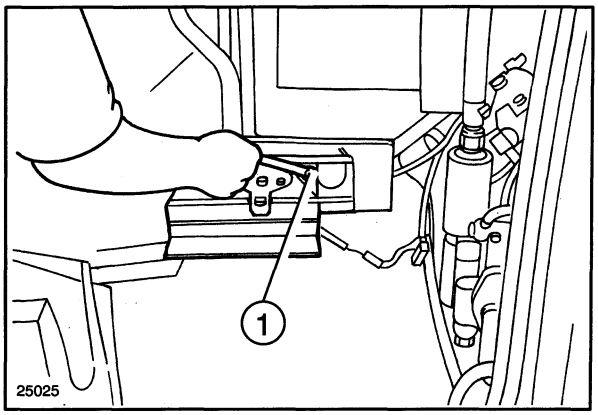


FIGURE 2-10

5. Withdraw split pin (1) from the ballast retaining pin.

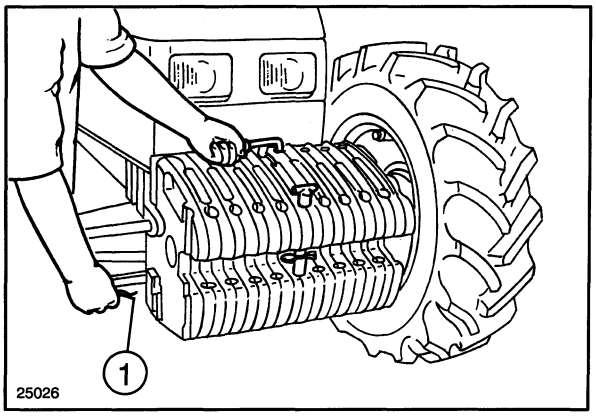


FIGURE 2-11

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ENGINE TROUBLESHOOTING

Problem	Possible cause	Remedy
Engine does not start.	**1.** Battery partially discharged.	Check and recharge battery. Replace if necessary.
	2. Battery terminal connections corroded or loose.	Clean, inspect and tighten terminal nuts. Replace terminals and nuts if excessively corroded.
	3. Injection pump timing incorrect.	Adjust injection pump timing.
	4. Impurities or water in fuel lines.	Disconnect fuel lines from injection pump and clean thoroughly. If necessary clean and dry the fuel tank.
	5. No fuel in tank.	Fill tank.
	6. Fuel supply pump malfunction.	Check and replace pump if necessary.
	7. Air in fuel system.	Check fuel lines, unions, supply pump, filters and injection pump for air, then bleed system.
	8. Starter motor faulty.	Repair or replace starter motor.
	9. Thermostarter faulty.	Check and replace thermostarter if necessary.
Engine stalls.	**1.** Idle speed too low.	Adjust idle speed.
	2. Irregular delivery from injection pump.	Check injection pump delivery on test bench.
	3. Impurities or water in fuel lines.	Disconnect fuel lines from injection pump and clean thoroughly. If necessary clean and dry the fuel tank.
	4. Fuel filters clogged.	Renew filter cartridges.
	5. Incorrect valve clearances.	Adjust valve clearances.
	6. Burnt or cracked valves	Replace valves.
	7. Air in fuel system.	Check fuel lines, unions, supply pump, filters and injection pump for air, then bleed system.
	8. Injection pump drive mechanism damaged.	Replace damaged parts.

(continued)

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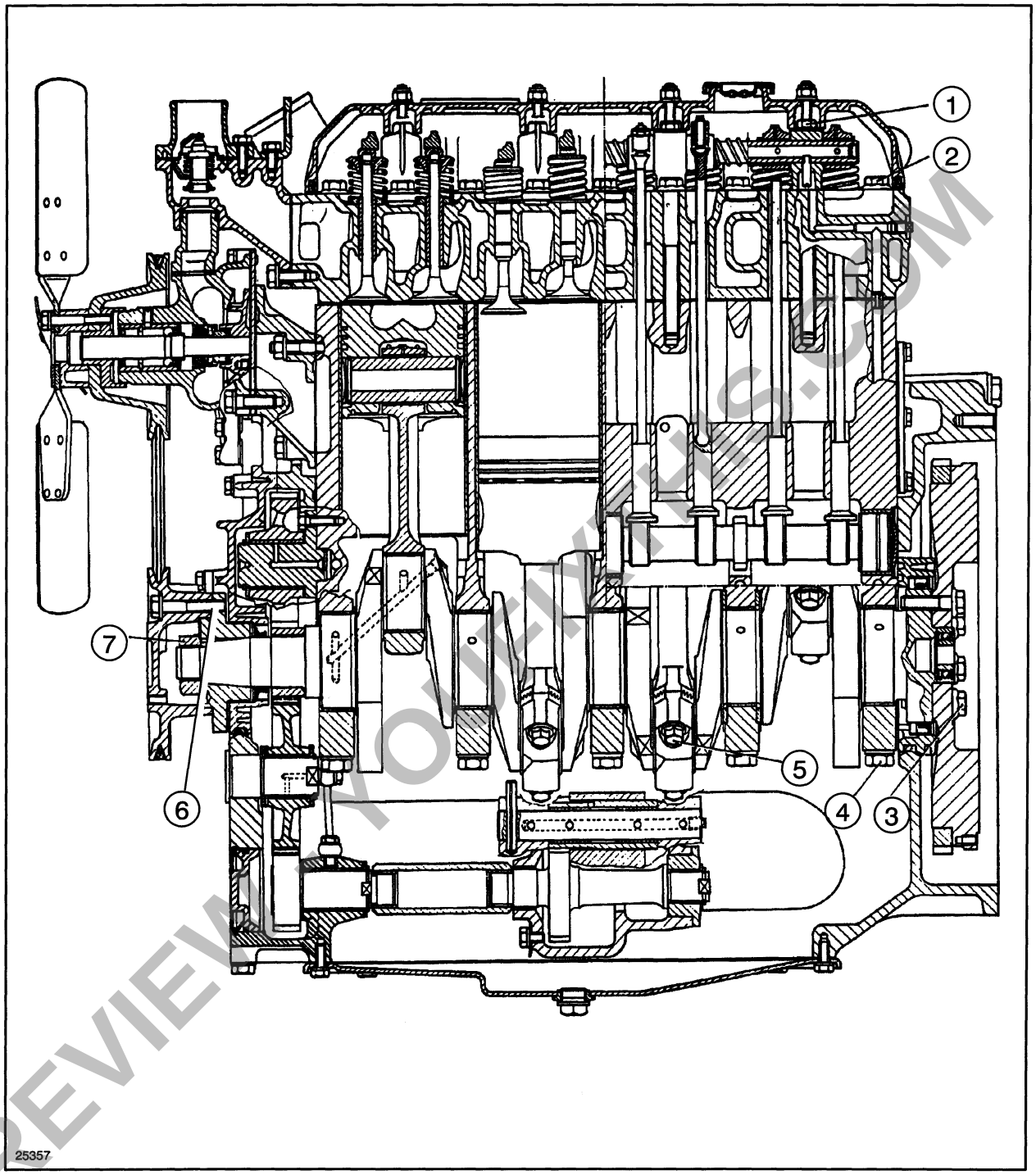


FIGURE 2-6

Longitudinal section of 4-cylinder model 65 hp, 75 hp

1. Rocker shaft pedestal bolts
2. Cylinder head bolts
3. Flywheel mounting bolts
4. Main bearing cap bolts
5. Big-end cap bolts
6. Fan and alternator pulley bolts
7. Crankshaft hub retaining nut

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GENERAL DIAGRAM - REAR (TRANSMISSION)

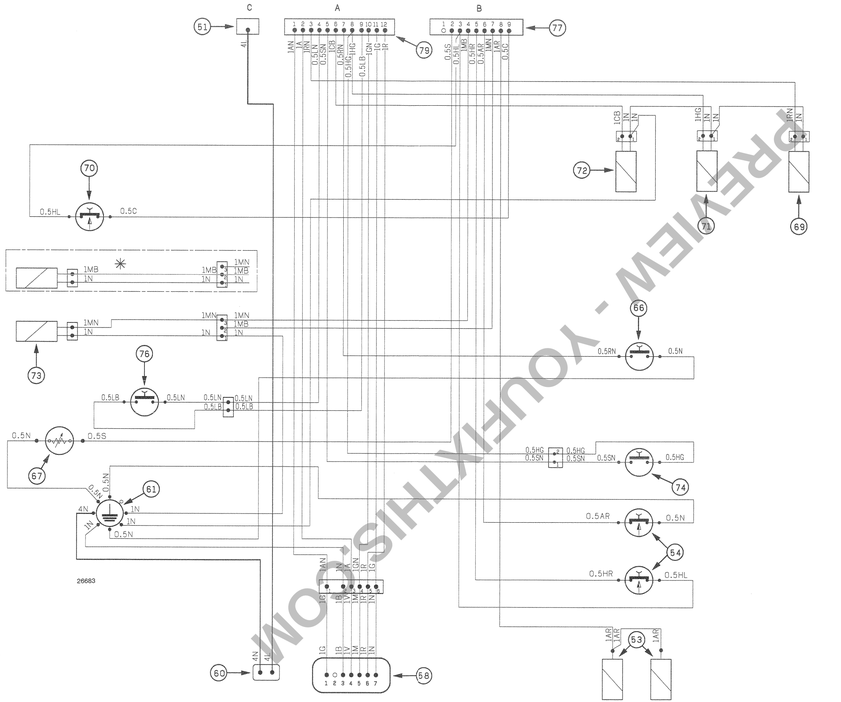


Figure 3-90

* 40 Km/h version.

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DESCRIPTION AND OPERATION

The mechanical lift can operate with controlled position and draft and with mixed control.

The lift is controlled by two special levers located on the operator's right. It also features the Lift-O-Matic device which raises and lowers the implement without having to use the position and draft control levers.

Draft control is performed by the flex bar positioned in the special box mounted under the rear transmission.

The lower lift arms and corresponding control rods are connected to the flex bar.

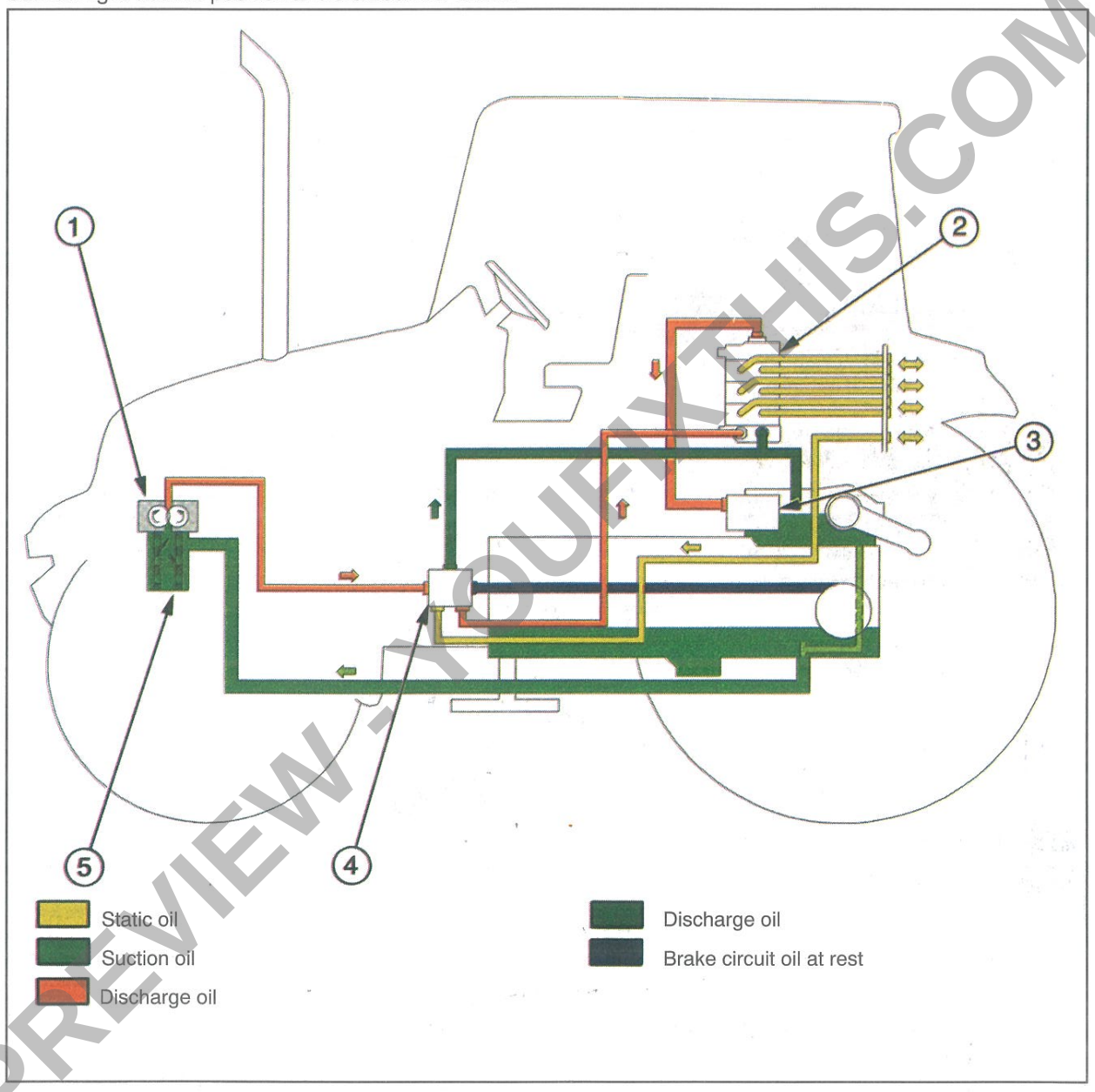


Figure 4-5

HYDRAULIC LIFT CIRCUIT

1. Hydraulic pump.
2. Auxiliary control valves.
3. Lift hydraulic control valve
4. Trailer brake valve.
5. Filter.

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REVERSER AND CREEPER UNIT SPECIFICATIONS

REVERSER-CREEPER UNIT MAIN DATA

Type	Mechanical, spur gears, located between engine and gearbox. Comprising 1 driving gear, 1 intermediate gear and 1 idle gear.
Control	by hand lever located on left-hand side of operator

CREEPER UNIT MAIN DATA

Type	Ordinary gear train with spur gears, located between main clutch and gearbox, in series with the reverser. Provides 20 forward speeds and 12 reverse speeds
Reduction ratio	$\frac{18x26}{55x47}$ = 1:5.524
Control	by hand lever located on left-hand side of operator

GEARBOX MAIN DATA

Gearbox	4-speed constant mesh, synchronised on all gears
Gearing type	helical
Range gear	ordinary gear train with three ranges for a total of 12 speeds
Gearing type	spur gears
Gearbox and range gear controls	independent, by two hand levers located on left-hand side of operator

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14. Remove the hose (1) from the lift pump suction pipe.

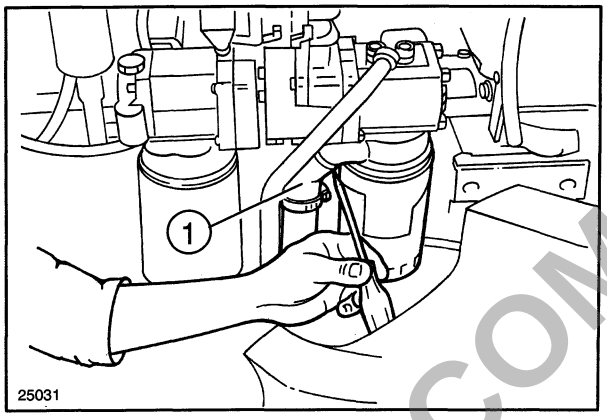


FIGURE 2-20

15. Detach the lift pump delivery pipe (1).

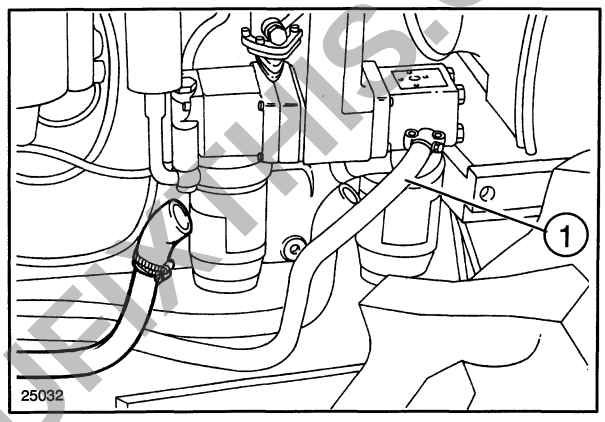


FIGURE 2-21

16. Detach the fuel line (1) from the glowplug.

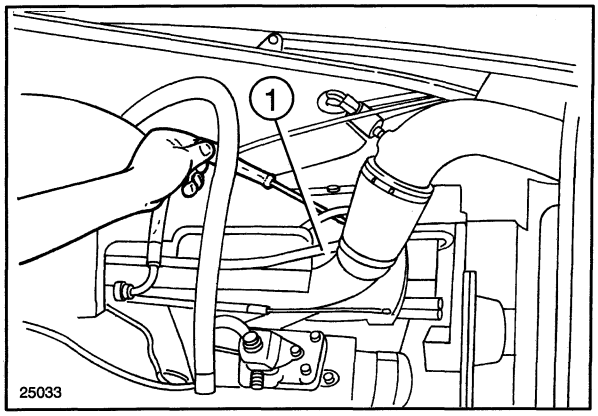


FIGURE 2-22

17. Detach the fuel leak-off pipes (1) from the injectors and the pipe connecting the tank to the sedimentation filter.

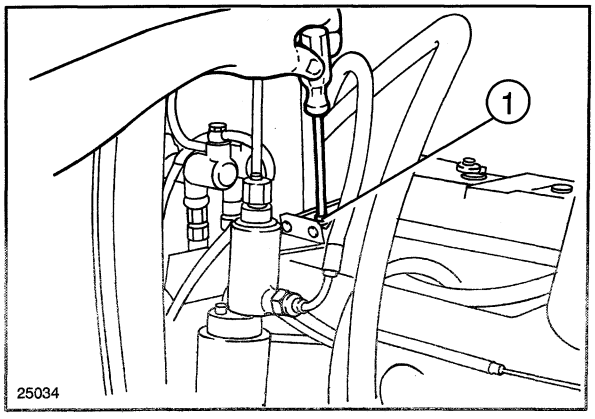


FIGURE 2-23

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CHECKS, DIMENSIONS AND REPAIRS - LUBRICATION SYSTEM

CAUTION

Handle all parts carefully. Do not put your hands or fingers between parts. Wear suitable safety clothing - safety goggles, gloves and shoes.

Clean all parts carefully before proceeding with the operations described below.

OIL PUMP - Overhaul

To access the oil pump, remove the sump pan.

When servicing the pump, check component wear against dimensions specified in the table.

In case of replacement, note that the drive shaft (3) and drive gear are supplied ready assembled, with the gear hot force-fitted on the shaft.

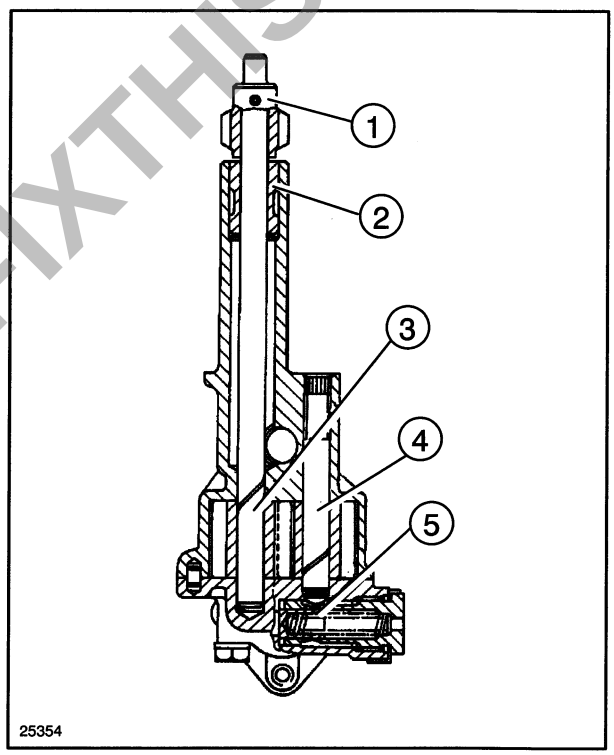


FIGURE 2-195

Cross-sectional view of engine lubrication oil pump models 65 Hp, 75 Hp.

1. External drive gear.
2. Bushing.
3. Drive shaft and gear.
4. Driven shaft and gear.
5. Pressure relief valve.

Cross-sectional view of engine lubrication oil pump models 85 Hp, 95 Hp.

1. Pressure relief valve
2. Spring
3. Pump housing
4. Internal gears

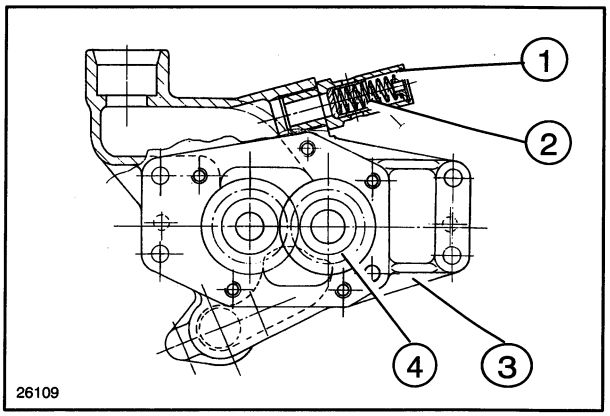


FIGURE 2-196

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Switch off all lights by moving pointer (1) on knob (2) to symbol (5). Only direction indicators and the horn are operational in this position.

Horn

Sound the horn by pressing the end of knob (2), in the direction shown by the arrow.

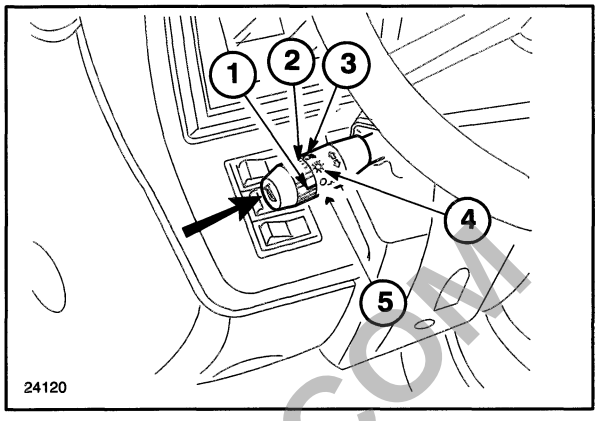


Figure 3-28

WINDSCREEN WIPER AND WASHER CONTROL STICK

Versions with De-Luxe cab only. It is operational with ignition switch in position B.

This stick (1) controls the windscreen wiper and operates the windscreen washer.

The stick has three positions:

- Position A = at rest.
- Position B = first speed.
- Position C = second speed.

Press the end of the stick as shown to operate the windscreen washer.

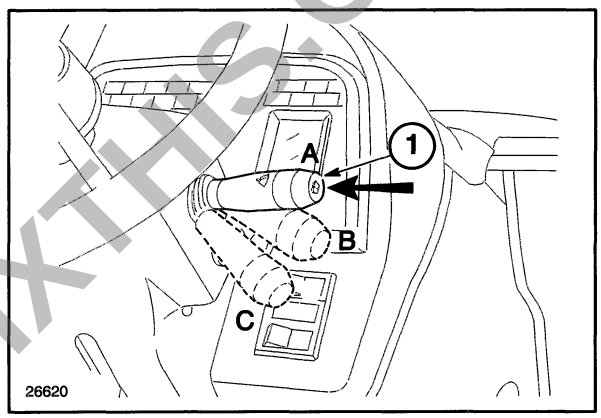


Figure 3-29

MULTIPLE INDICATOR LIGHTS CLUSTER

This instrument (1) supplies information on tractor operating conditions. For complete and detailed information, see "Instruments."

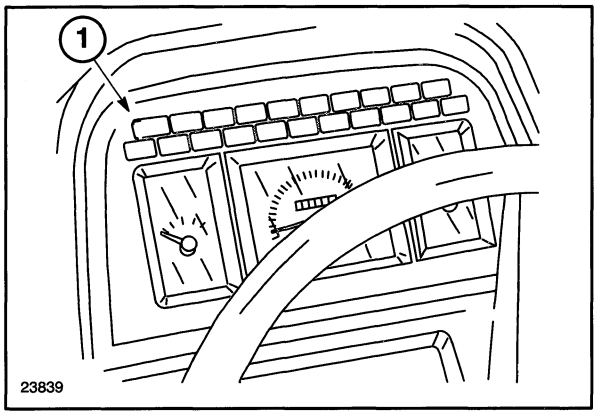
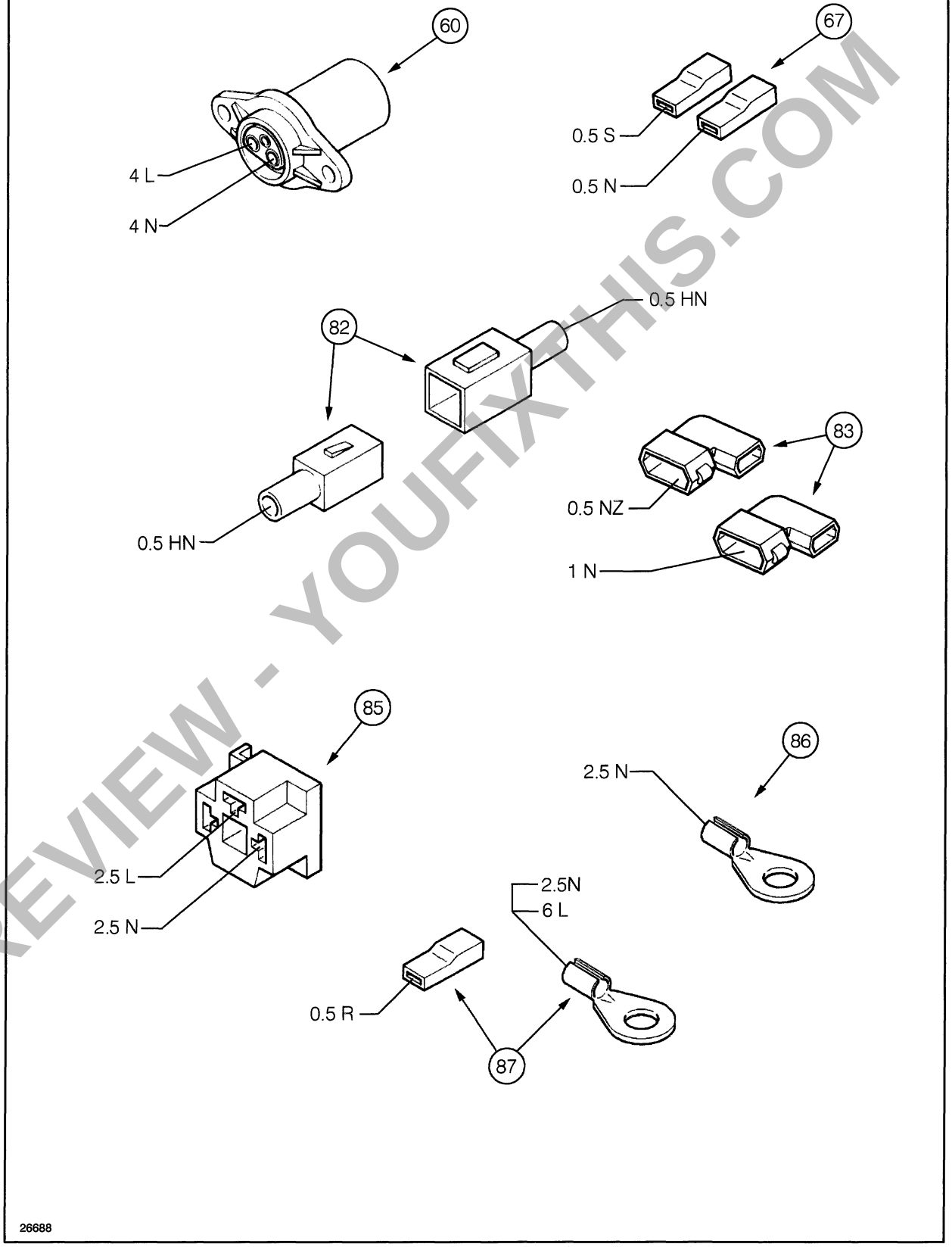


Figure 3-30

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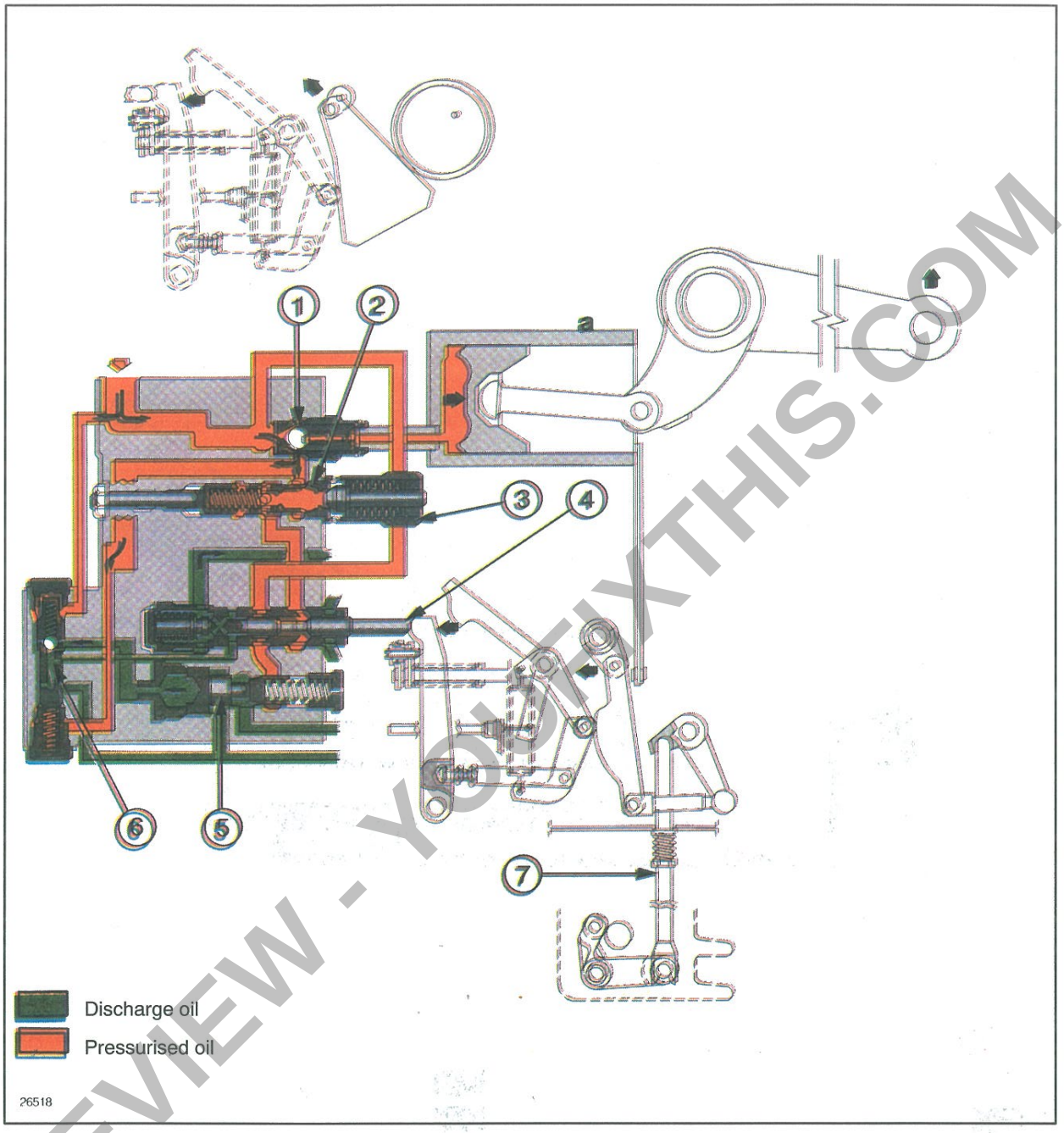


Figure 4-6

ARM LIFT PHASE

a. Detail of operation with controlled draft.
1. Check valve.
2. Arm descent speed control valve.
3. Cylinder safety valve.
4. Control valve block pin.
5. Control valve.
6. Intervention speed control valve.
7. Draft transmission rod.

When the operator uses the position control lever located on his right to raise the arms, the movement shown by the arrows is transmitted by the internal linkages to the control valve block pin (4). This pin interrupts the oil flow to the control valve (5), which is pulled by its spring, and the intervention speed valve (6). The pressurised oil opens the check valve (1) and pushes on the arm lifting piston.

With controlled draft operation (detail a), the lift command is sent to the flex bar, which in turn transmits the movement shown by the arrows to the control valve block pin (4) via the transmission rod (7).

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With the pump disassembled, proceed as follows:

8. Check that the contact faces of the gears and supports are flat and perpendicular by interposing a thin layer of lampblack between the parts. Slight surface defects can be removed with lubricated, very fine grade emery paper.

9. Check that end float of the gear-support assembly installed in the pump housing is 0.100 - 0.180 mm (0.0039 - 0.0071 in).

If necessary, reface the relative surfaces using lubricated emery paper, removing as little material as possible.

10. Carefully clean all the pump parts.

11. Renew seals (3), (9) and (2).

12. Lubricate parts with the same oil as that used in the hydraulic circuit and assemble the pump referring to the above figure and the following instructions:

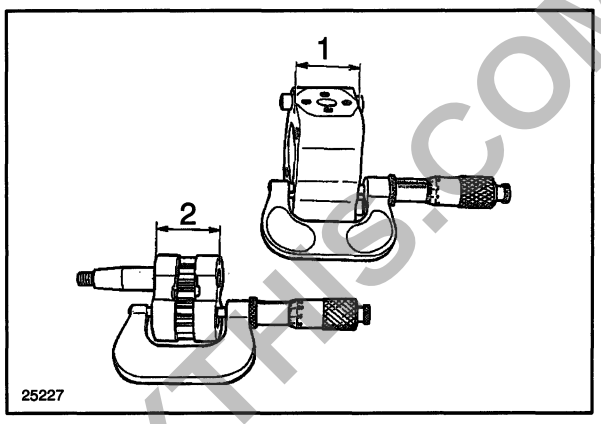


Figure 5-120

a) assemble the pump, carrying out dismantling procedure steps 7 to 1 in reverse order;

b) keep the work area and parts scrupulously clean. Any foreign particles inside the pump could cause serious damage;

c) fit together parts (12), (13), (8) and (6) aligning the positioning markings made prior to dismantling (see step 4);

d) fit the gear supports (12) in the pump housing so that the unions (5) in the outer perimeter of the supports are aligned with the delivery line (M) and so that the faces with lubrication grooves are in contact with the gears;

e) insert the plastic stop ring (2) in the center O-ring seal (3);

f) fit the gaskets (9) on the rear cover (8) complete with relative spacer and fill the cavity between the sealing lips with grease.

13. Install the pump on the tractor. Fill the suction pipe and the pump housing with oil in order to facilitate priming and prevent the risk of seizure during initial operation.

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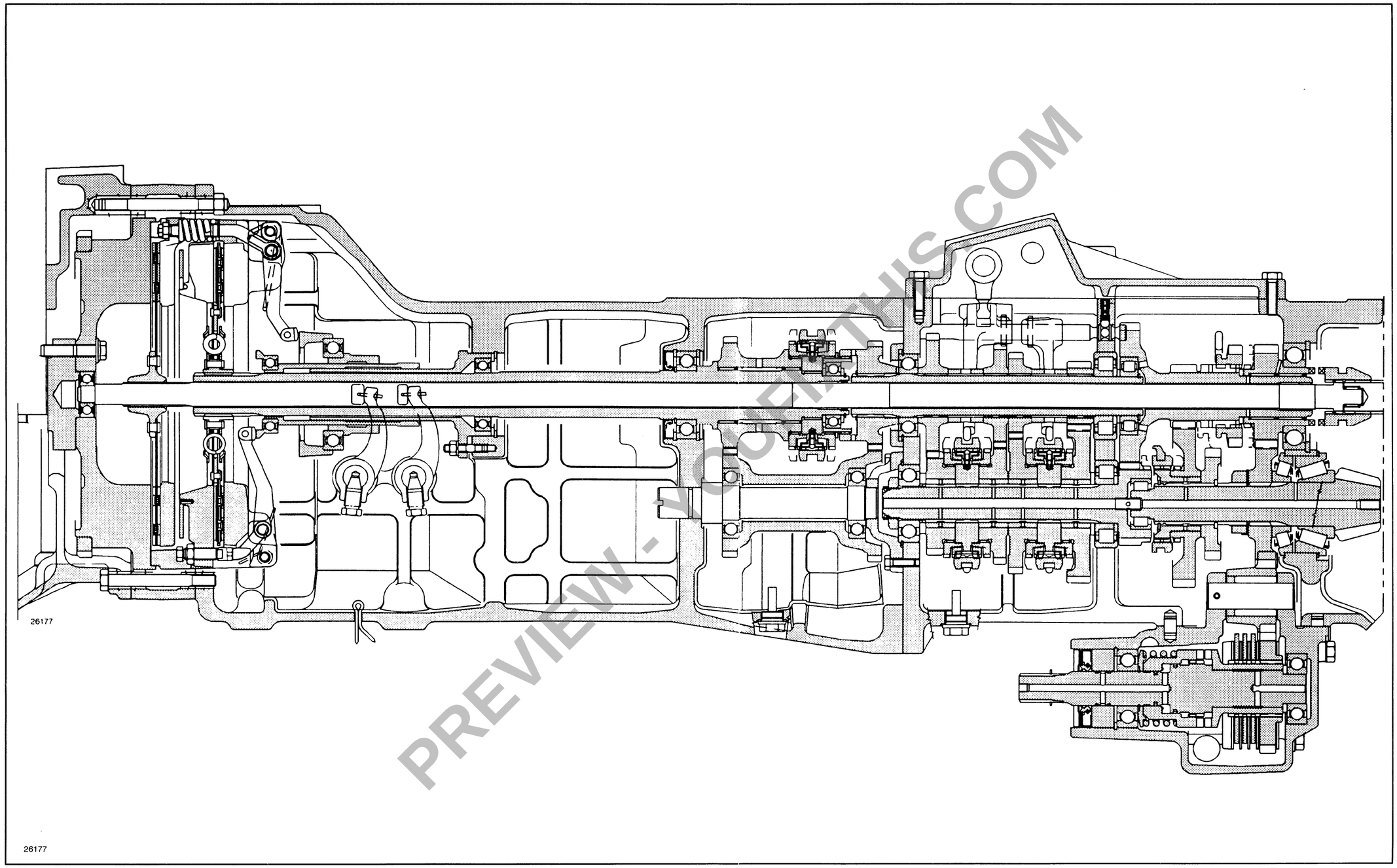


Figure 6-99

Longitudinal section through the OVERDRIVE unit

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16. To refit all the reverser and creeper components in the casing follow the instructions below.

— Refer to the illustrations on pages 6-104 and 6-105 for the orientation of the various components.

— Adhere to the tightening torque values prescribed on page 6-102.

— To install the seal (1, Fig. 6-223) follow the instructions in steps 17 - 24.

— Install the driving shaft complete with bearing and circlips.

— Fit the cover-support.

— Install the reverser and creeper driven gear shaft.

— Fit the cover for the driven gear shaft and secure with the relative screws.

— Install the reverser intermediate gear assembly and secure with the relative screw.

— Install and fix the clutch control forks to the relative levers.

— Install the pressure plate bearings and hold in place with the relative springs.

— Install the driven gear complete with bearing and thrust washer.

— Install the complete synchroniser assembly and secure with the relative circlip.

— Fit the rod retaining screw coated with one of the sealing compounds listed in Section 1 - General Information.

— Install the gear on the reverser driven shaft and secure with the relative circlip.

— Remove the clutch casing -reverser and creeper unit from the stand **290090**.

⚠ WARNING ⚠

Always use suitable tools to align holes. NEVER USE YOUR FINGERS OR HANDS.

17. Fit the circlip (1, Fig. 6-222) in its seat.

18. Make the bracket of tool **50043** (4) and the tool **50137** (5) (see page 6-103).

19. Fit the bracket (3) on the clutch casing, insert the installation drift (4) in the seal seating in contact with the circlip (1, Fig. 6-222).

20. Screw in nut (1) to obtain a distance (H) between the bracket and nut of 3.3 - 3.6 mm (0.1299 - 0.1417 in.) and secure the latter with the locknut (5).

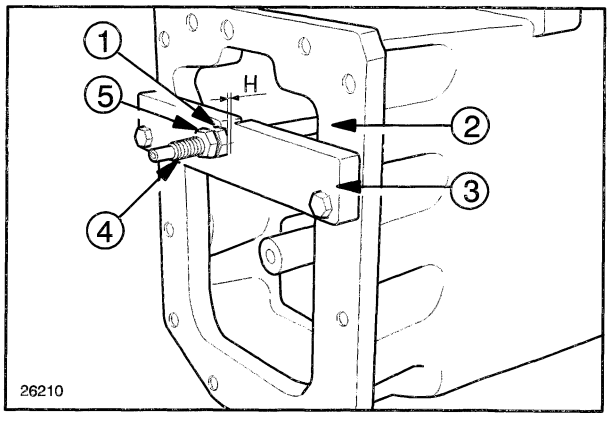


Figure 6-225

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28. Disconnect the multimeter cable (1) from the engine and undo the mounting (2) retaining bolt.

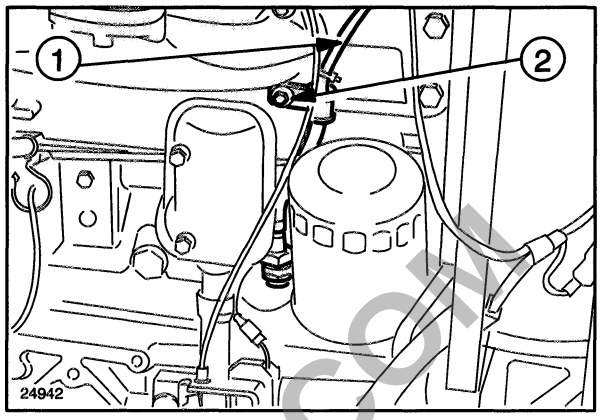


Figure 6-370

29. Disconnect pipes (1 and 2) from the anticavitation tank.

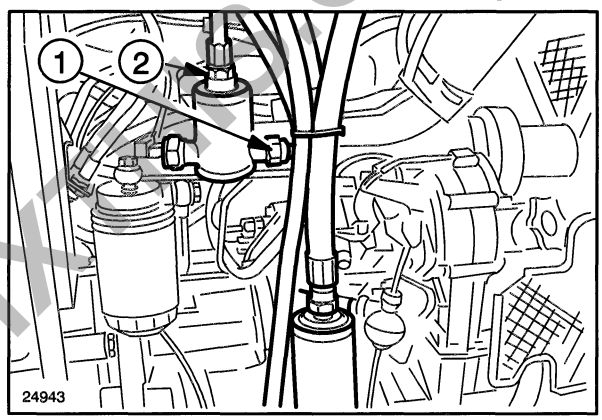


Figure 6-371

30. Disconnect the two flexible hoses (1) from the power steering control cylinder (it is advisable to mark them to facilitate refitting).

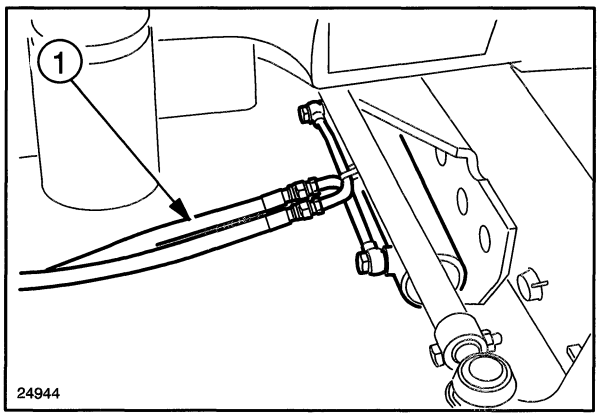


Figure 6-372

31. Take off the electrical connections (1 and 2) from the oil tank and from the brake pumps.

32. Take off the control pipes (3) from the brake pump and remove the pressure sensors.

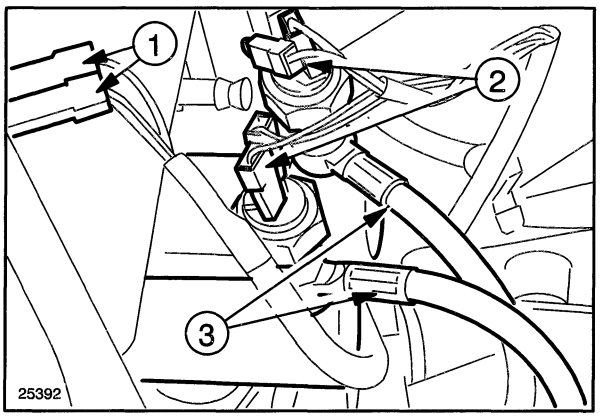


Figure 6-373

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57. Calculate the average of the three value measured. The total thickness of the adjustment shims (10, Fig. 7-3 and 7-4) to be fitted under the lower cover is to be calculated as follows:
S_3= H (models 65 hp and 75 hp)
S_3= H - 0.20 mm (models 85 hp and 95 hp).
If necessary, round up the value to the next 0.05 mm (0.002 in.).

58. Partially unscrew the bolts of the lower cover, insert the shims (10, Fig. 7-3 and 7-4) and tighten the bolts (C_5, Fig. 7-1) to a torque value of 64 N·m (47 ft lbs) for models 65 hp and 75 hp or 113 N·m (83 ft lbs) for models 85 hp and 95 hp.

59. After having rotated the casing a few times to allow the components to bed down, check that the torque necessary to rotate the casing is 2.9 - 7.8 N·m (25.2 – 69.0 in. lbs) for models 65 hp and 75 hp, or 118 - 147 N·m (87 – 108 ft lbs) for models 85 hp and 95 hp, without considering the initial peak torque.

60. If the torque value measured is greater than the prescribed value, increase the thickness of the shims, if the measured value is less than the prescribed value, reduce the thickness of the shims.

61. Fit the grease nipples in the upper and lower covers and grease the assembly.

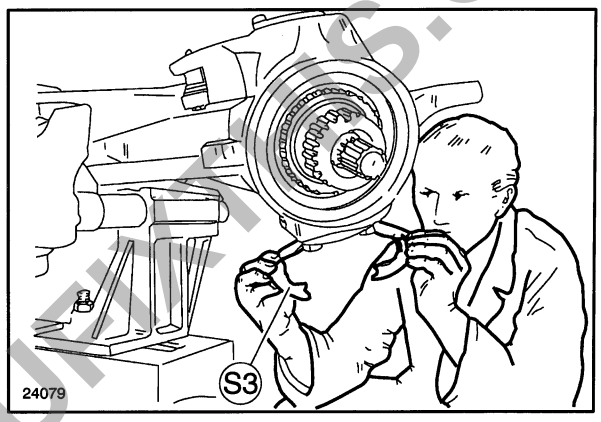


FIGURE 7-63

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20. As soon as it is possible, remove the circlip (1) with the aid of screwdriver. Slacken off nut (2) and remove tool **293265** (3).

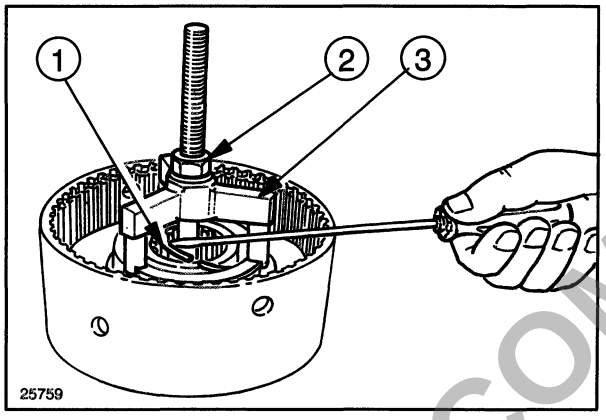


Figure 8-44

21. Using a compressed air gun, remove piston (1) from the clutch housing (2).

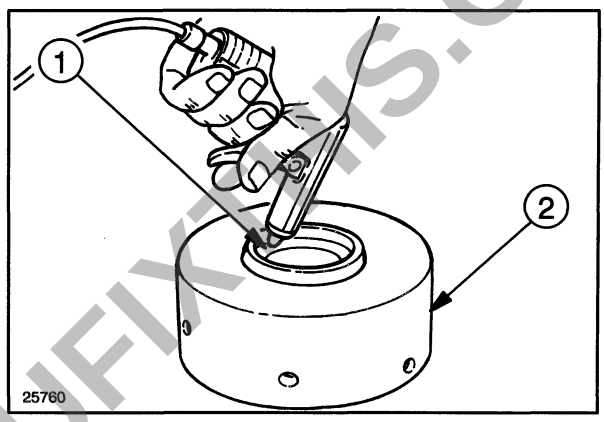


Figure 8-45

22. Recover and examine all the components of the clutch assembly. Check the condition of O-ring seals (1) and (2) and renew if necessary.

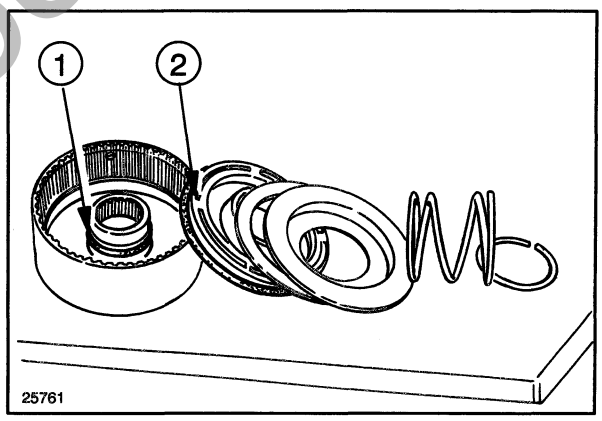


Figure 8-46

23. Install the puller with separator (4) on the driving shaft (2) and clamp the shaft in the vice. Fit puller (1) and connect to puller (4). Position a plate on the end of shaft (2) and screw in the puller until the bearing (3) comes free.

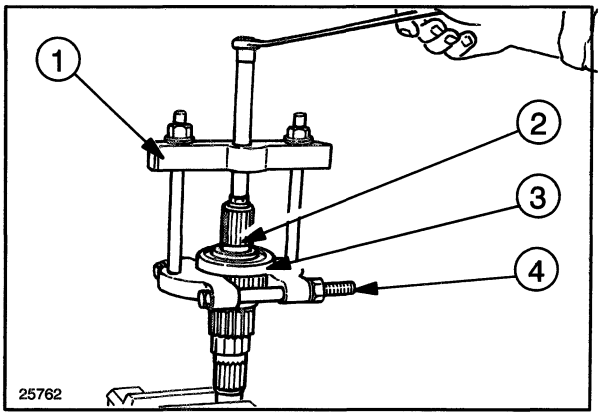


Figure 8-47

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Evaporator

The cycle is completed inside the evaporator.

The refrigerant leaving the expansion valve is a low temperature, low pressure mixture of vapor and liquid.

As it passes through the evaporator it absorbs heat from the ambient air, vaporises and, having performed its cooling function, is aspirated by the compressor as a vapor.

The operation of the evaporator is controlled by the expansion valve which delivers the exact quantity of refrigerant needed to produce the required air conditioning effect.

The evaporator performs the opposite function to the condenser, but its basic construction is the same, the only differences being its overall dimensions and the layout of the internal pipes.

The evaporator also performs another function: dehumidification of the cab.

The air passing over the evaporator contains a certain quantity of moisture, and this must be kept within certain limits for operator comfort.

Part of the moisture condenses on the fins evaporator and is thus removed from the air.

The centrifugal fan draws the ambient air through the fins of the evaporator (where it is cooled and dehumidified) and into the cab.

The housing around the evaporator is equipped with a condensate trap from which the condensate is carried outside the vehicle through discharge tubes.

WARNINGS REGARDING SERVICING AND REPAIR OF THE AIR CONDITIONING SYSTEM

Switching on the air conditioning system when the ambient temperature is low can damage the compressor. Only operate the air conditioner when the engine is hot and the temperature inside the cab is at least 20 °C (68 °F).

When disassembling pipes, plug the ends with plastic caps to prevent moisture and dust getting inside.

Handle the tube of the thermostatic sensor with great care to avoid damage which could prevent the entire system from operating correctly.

When unscrewing pipe fittings and unions, always use two spanners to avoid undue torsion.

Do not use engine oil of any type to lubricate the system or the compressor.

Do not leave the compressor oil container open. Make sure that the cap is replaced and fully tightened. The oil will absorb moisture, which is harmful to the system.

Do not transfer compressor oil from its original container to another.

Do not add any substances to the refrigerant or compressor oil. Any additives might contain elements incompatible with the refrigerant and thus alter its characteristics.

Check that the thermostatic sensor is correctly inserted between the fins of the evaporator.

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