MAINTENANCE CHART

Maintenance chart

Maintenance action	Check	Change fluid	Replace	Tighten	Grease	Test	Bleed	Adjust	Drain fluid	Cleaning	Page no.
Every 10 hours or daily											
Engine oil level - Check	x										**7-17**
Engine cooling system - Check	x										**7-18**
After the first 50 hours of operation											
Engine oil and oil filter - Change		x									**7-19**
Fuel filter - Change			x								**7-20**
Hydraulic oil filter - Replace			x								**7-21**
Hydrostatic Transmission (HST) oil filter - Replace			x								**7-22**
Wheel bolt / nut - Tighten				x							**7-23**
Every 50 hours											
Grease fittings					x						**7-24**
Transmission fluid level - Check	x										**7-25**
Clutch pedal free play - Check	x										**7-26**
Brake pedal free play - Check	x										**7-27**
Hydrostatic transmission (HST) neutral adjustment - Check	x										**7-28**
Fan belt tension - Check	x										**7-29**
Wheels and tires pressure - Check	x										**7-29**
Front axle and differential oil level - Check	x										**7-31**
Air cleaner - Clean					x						**7-32**
Cab air filter - Check and cleaning	x										**7-34**
Every 100 hours											
Fuel filter-Drain						x					**7-35**
Every 300 hours											
Engine oil and oil filter – Change		x									**7-36**
Hydraulic oil filter - Replace			x								**7-37**
Hydrostatic Transmission (HST) oil filter - Replace			x								**7-38**
Fuel filter - Change			x								**7-39**
Engine belts - Check							x				**7-40**
Wheels bolt/nut tighten				x							**7-41**
Air cleaner primary element - Replace			x								**7-41**
Every 500 hours											
Cab air filter - Replace			x								**7-42**
Every 600 hours											
Front axle differential oil - Change fluid		x									**7-43**
Transmission fluid - Change		x									**7-45**
Every 1000 hours											
Air cleaner inner element - Replace			x								**7-46**
Engine coolant - Draining and flushing		x									**7-47**
General maintenance											
Fuel injection system - Bleed							x				**7-48**
Fuel injectors - Bleed							x				**7-50**
Hydrostatic Transmission (HST) neutral adjustment								x			**7-51**
Battery									x		**7-53**
Alternator	x										**7-53**
Fuse and relay box - Replace			x								**7-54**

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8 - TROUBLESHOOTING

SYMPTOM(S)

Engine - Troubleshooting

Problem	Possible Cause	Correction
The start motor does not rotate with the key switch in the (START) position.	Low battery charge	Charge or replace
	Loose battery or starter cable terminals	Tighten the terminal
	Key switch faulty	Repair or replace switch
	Safety start switch not completing circuit	Depress clutch pedal fully
	PTO safety switch is not in "OFF" position	Place PTO switch in "OFF" position
	Starter motor faulty	Repair or replace starter motor
The start motor rotates but the engine does not start	Low battery charge	Charge or replace battery
	Air in fuel system	Bleed out the air
	Fuel filter clogged	Clean or replace the filter
	Fuel shutoff valve on fuel filter in closed position	Open the valve
	Fuel shutoff solenoid on fuel injection pump stuck in off position	Check solenoid for proper operation, repair as needed
Engine speed is irregular	Air in fuel system	Bleed the fuel system
	Fuel filter clogged	Clean or replace the filter
	Injection nozzle clogged	Repair or replace nozzle
	Fuel leakage	Repair fuel system
	Irregular fuel injection	Repair or replace fuel injection pump
Engine speed is more than maximum rated high idle speed	Governor malfunction	Repair injection pump as needed
Engine stops suddenly during operation	Fuel shortage	Add fuel and bleed air from fuel system
	Faulty fuel injector	Repair or replace injector
	Faulty fuel injection pump	Repair or replace injection pump
	Internal parts of engine seized due to lack of lubrication	Repair engine as needed
Engine stops at low speed	Faulty injection pump	Repair or replace injection pump as needed
	Engine valve gap is not correct	Adjust the gap
	Low fuel injector pressure	Repair fuel injector as needed
Engine overheating	Lack of coolant	Add coolant as needed
	Fan belt slipping or belt is broken	Adjust belt tension or replace belt
	Dirt attached to the radiator or prescreen	Clean radiator fins or screen as needed
The color of exhaust smoke is white	Low engine operating temperature	Allow engine to obtain higher operating temperature
	Engine burning engine oil	Repair engine as needed
	Engine coolant entering engine exhaust	Repair engine as needed
The color of exhaust gas is black.	Air filter clogged	Clean or replace engine air filter
	Excessive fuel supply	Repair fuel injection pump as needed
	Faulty fuel injector	Repair or replace fuel injector
Low engine power	Fuel injector nozzle clogged	Repair injector as needed
	Carbon accumulation on valve seat	Repair valve and seats as needed
	Incorrect valve gap adjustment	Adjust valve gap to correct amount
	Incorrect fuel injection timing	Check and adjust fuel injection timing as needed
	Lack of fuel supply	Check fuel system for restriction
	Air filter clogged	Clean or replace air filter

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General specifications

	Model Boomer 40 - Hydrostatic/Gear	Model Boomer 50 - Hydrostatic/Gear
ENGINE		
Type	Diesel	Diesel
Model	S4QL	S4QL
Engine Gross Horsepower	**30.2 kW** (**40.4 Hp**)	**34.6 kW** (**46.4 Hp**)
Cylinders	4	4
Bore	**88 mm** (**3.46 in**)	**88 mm** (**3.46 in**)
Stroke	**103 mm** (**4.05 in**)	**103 mm** (**4.05 in**)
Displacement	**2.50 l** (**152.56 in³**)	**2.50 l** (**152.56 in³**)
Compression Ratio	22.0:1	20.0:1
Firing Order	1-3-4-2	1-3-4-2
Low Idle Speed	**830±20 RPM**	**830±20 RPM**
Maximum Speed:		
High Idle	**2780±30 RPM**	**2780±30 RPM**
Rated	**2600 RPM**	**2600 RPM**
Valve Clearance (Cold)		
Intake	**0.25 mm** (**0.010 in**)	**0.25 mm** (**0.010 in**)
Exhaust	**0.25 mm** (**0.010 in**)	**0.25 mm** (**0.010 in**)
CAPACITIES		
Fuel Tank	**47 L** (**12 US gal**)	**47 L** (**12 US gal**)
Cooling System	**7.5 L** (**7.9 US qt**)	**7.5 L** (**7.9 US qt**)
Engine Crankcase:		
With Filter	**7.3 l** (**7.3 US qt**)	**6.6 l** (**7.0 US qt**)
Rear Axle & Transmission (Includes Hydraulics)		
Gear	**43.0 l** (**11.4 US gal**)	**43.0 l** (**11.4 US gal**)
HST	**43.0 l** (**11.4 US gal**)	**43.0 l** (**11.4 US gal**)
Front Axle	**8.0 l** (**8.4 US qt**)	**8.0 l** (**8.4 US qt**)
COOLING SYSTEM		
Type	Pressurized Liquid with Recirculating Bypass	Pressurized Liquid with Recirculating Bypass
Water Pump:		
Type	Centrifugal	Centrifugal
Drive	V-Belt	V-Belt
Belt Deflection	**10 - 13 mm** (**0.4 - 0.5 in**) when **10 kg** (**22 lb**) pressure is applied midway between belt pulleys	**10 - 13 mm** (**0.4 - 0.5 in**) when **10 kg** (**22 lb**) pressure is applied midway between belt pulleys
Fan Diameter	**380 mm** (**15.0 in**)	**380 mm** (**15.0 in**)
Thermostat:		
Start to Open	**76.5 °C** (**170 °F**)	**76.5 °C** (**170 °F**)
Fully Open	**90 °C** (**194 °F**)	**90 °C** (**194 °F**)
Radiator Cap	**90 kPa** (**13 psi**)	**90 kPa** (**13 psi**)
ELECTRICAL SYSTEM		
Alternator	**12 V**, Heavy Duty, **50 A**	**12 V**, Heavy Duty, **50 A**
Battery	**12 V**, w/ negative ground, 660 cca BCI Group 34	**12 V**, w/ negative ground, 660 cca BCI Group 34
Starting Motor	Solenoid Pre-Engaged Reduction	Solenoid Pre-Engaged Reduction

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4 - OPERATING INSTRUCTIONS

COMMISSIONING THE UNIT

Engine break-in procedure

Your tractor will provide long and dependable service if given proper care during the first 50-hour break-in period. During the first 50 hours of operation:

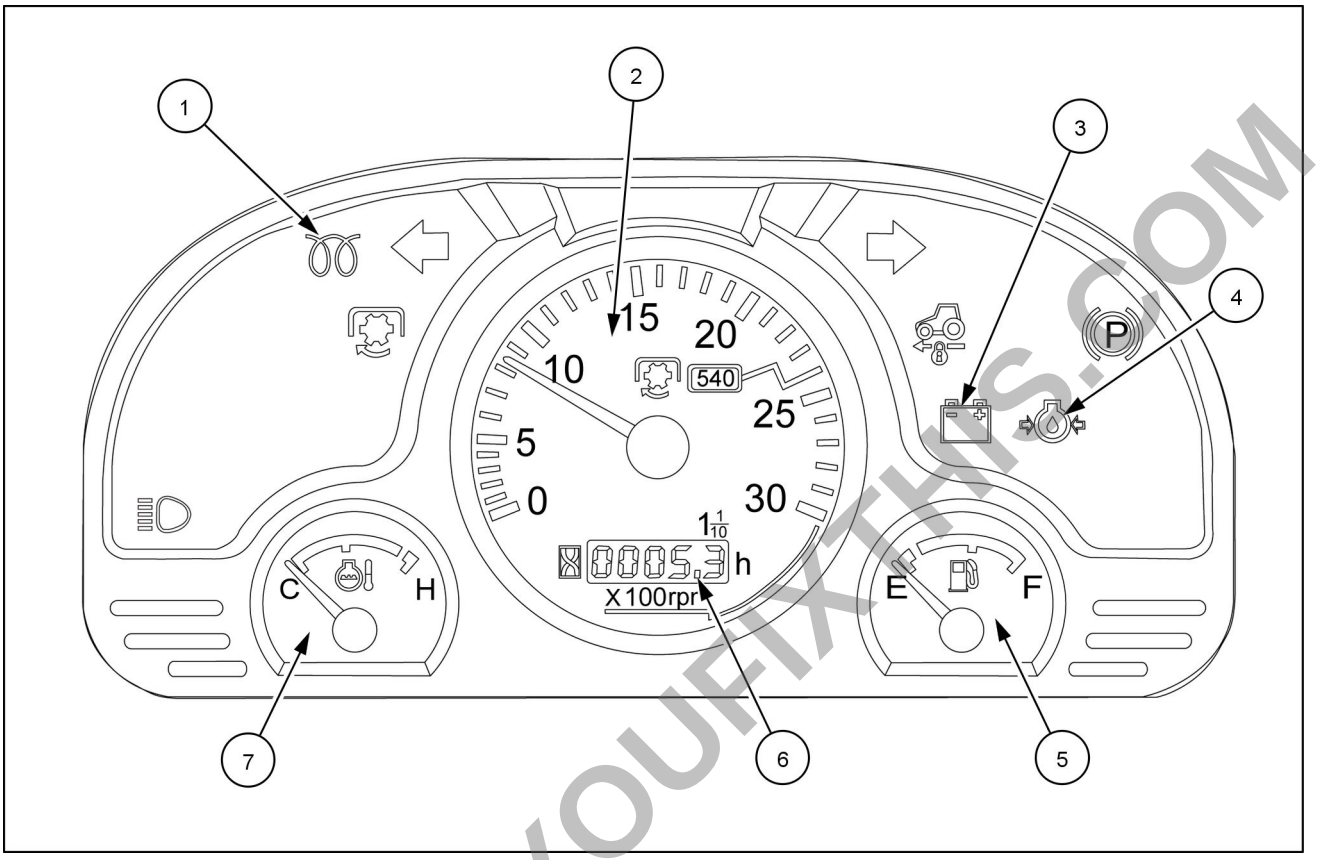
1. Avoid "lugging" the engine. Operating in too high a gear under heavy load may cause engine lugging, which is indicated when the engine will not respond to a throttle increase.
2. Use the lower gear ratios when pulling heavy loads and avoid continuous operation at constant engine speeds. You will save fuel and minimize engine wear by selecting the correct gear ratio for a particular operation. Operating the tractor in low gear with a light load and high engine speed wastes fuel.
3. Avoid prolonged operation at either high or low engine speeds without a load on the engine.
4. Check the instruments frequently and keep the radiator and oil reservoirs filled to recommended levels. Daily checks include the engine oil level, radiator coolant, and air cleaner.
5. After the first 50 hours of use, be sure to perform the maintenance items listed in the maintenance schedule.

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FORWARD CONTROLS

Instrument cluster identification



NHIL12CT01093FA 1

1. Cold Starting Indicator Light - Illuminates when the key switch is first turned to the "ON" position. It remains lit for approximately eight seconds, during which time the glow plugs are heating the precombustion chambers.
2. Tachometer - Registers engine rpm (Revolutions Per Minute). The gauge is marked in increments of 100 and will return to zero when the engine is not running.
3. Battery Charge Warning Light - Illuminates when the key switch is in the "ON" position and goes out when the engine is started. If this bulb becomes lit during operation, it indicates that the charging system is not operating normally. As the battery can become fully discharged under these conditions, the problem should be investigated as soon as possible.
4. Engine Oil Pressure Warning Light - Illuminates with the key switch in the "ON" position and remains lit for a short period of time after the engine is started. The light indicates oil pressure only and goes out when sufficient oil pressure is present at the oil sender. If the bulb becomes lit during operation, stop the tractor engine immediately and investigate the cause.
5. Fuel Gauge - Indicates the amount of diesel fuel remaining in the tank. The gauge is activated when the key switch is in the "ON" position. It will register "empty" with the key switch in the "OFF" position.
6. Hour Meter - Records the hours and portions of hours that your tractor has been operated regardless of engine RPM. Use the hour meter as a guide to determine hourly service and maintenance intervals.
7. Temperature Gauge - Indicates coolant temperature. It is activated when the key switch is turned to the "ON" position. The gauge will register cold with the key switch in the "OFF" position. If the needle registers in the white range of the gauge, this indicates a normal operating temperature. If the needle moves to the red portion of the gauge, this indicates an overheated condition. Stop the tractor engine immediately and investigate the cause.

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Torque - Minimum tightening torques for normal assembly

NOTE: *Metric M4 through M8 hardware torque specifications are shown as pound-inches (* ***# lb in*** *).*
Metric M10 through M24 hardware torque specifications are shown as pound-feet (***# lb ft*** *).*

Metric non-flanged hardware

Nominal size	Class (CL) 8.8 bolt and Class (CL) 8 nut		Class (CL) 10.9 bolt and Class (CL) 10 nut		Locknut CL 8 w/CL 8.8 bolt	Locknut CL 10 w/CL 10.9 bolt
	Unplated	Plated w/ZnCr	Unplated	Plated wW/ZnCr		
	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)
M4	2.2 (19)	2.9 (26)	3.2 (28)	4.2 (37)	2 (18)	2.9 (26)
M5	4.5 (40)	5.9 (52)	6.4 (57)	8.5 (75)	4 (36)	5.8 (51)
M6	7.5 (66)	10 (89)	11 (96)	15 (128)	6.8 (60)	10 (89)
M8	18 (163)	25 (217)	26 (234)	35 (311)	17 (151)	24 (212)
	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)
M10	37 (27)	49 (36)	52 (38)	70 (51)	33 (25)	48 (35)
M12	64 (47)	85 (63)	91 (67)	121 (90)	58 (43)	83 (61)
M16	158 (116)	210 (155)	225 (166)	301 (222)	143 (106)	205 (151)
M20	319 (235)	425 (313)	440 (325)	587 (433)	290 (214)	400 (295)
M24	551 (410)	735 (500)	762 (560)	1016 (750)	501 (370)	693 (510)

Metric flanged hardware

Nominal size	Class (CL) 8.8 bolt and Class (CL) 8 nut		Class (CL) 10.9 bolt and Class (CL) 10 nut		Locknut CL 8 w/CL 8.8 bolt	Locknut CL 10 w/CL 10.9 bolt
	Unplated	Plated w/ZnCr	Unplated	Plated w/ZnCr		
	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)
M4	2.4 (21)	3.2 (28)	3.5 (31	4.6 (41)	2.2 (19)	3.1 (27)
M5	409 (43)	6.5 (58)	7.0 (62)	9.4 (83)	4.4 (39)	6.4 (57)
M6	8.3 (73)	11 (96)	12 (105)	16 (141)	7.5 (66)	11 (96)
M8	20 (179)	27 (240)	29 (257)	39 (343	18 (163)	27 (240)
	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)
M10	40 (30)	54 (40)	57 (42)	77 (56)	37 (27)	53 (39)
M12	70 (52)	93 (69)	100 (74)H	134 (98)	63 (47)	91 (67)
M16	174 (128)	231 (171)	248 (183)	331 (244)	158 116)	226 (127)
M20	350 (259)	467 (345)	484 (357)	645 (476)	318 (235)	440 (325)
M24	607 (447)	809 (597)	838 (618)	1118 (824)	552 (407)	

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Maintenance action	Check	Change fluid	Replace	Tighten	Grease	Test	Bleed	Adjust	Drain fluid	Cleaning	Page no.
Fuse and relay box - Replace			x								7-55
Fuse and relay box Fuse - Replace			x								7-57
Headlight			x								7-58
Rear tail/brake/hazard/turn signal bulbs			x								7-59
Front turn signal/hazard light bulb			x								7-60
Wheels bolt/nut tighten				x							7-41
Front wheels - Adjust								x			7-63
Brake pedal free play - Check								x			7-64
Clutch pedal free play - Check								x			7-65

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Problem	Possible Cause	Correction
Instrument panel engine oil pressure indicator light is "ON" during operation.	Lack of engine oil	Add engine oil as needed
	Low viscosity of engine oil	Replace oil with proper viscosity type
	Faulty pressure switch	Replace switch
	Faulty engine oil pump	Repair oil pump as needed
	Engine oil filter clogged	Replace the filter
Instrument panel battery charging indicator is "ON" during operation.	Bad electrical connection	Check battery terminals, ground, and repair as needed
	Faulty alternator	Repair or replace alternator as needed
	Faulty battery	Replace battery
	Incorrect fan belt tension or belt broken	Adjust belt tension or replace belt

Clutch - Troubleshooting

Problem	Possible Cause	Correction
Clutch slips	Incorrect adjustment of clutch pedal free play	Adjust the pedal free play correctly
	Clutch disc lining worn or broken	Replace clutch disc
Clutch does not release	Excessive clutch pedal free play	Adjust the pedal free play
	Clutch disc damaged	Repair or replace clutch disc

Hydraulic service brakes - Troubleshooting

Problem	Possible Cause	Correction
Brake does not work or only one side works.	Incorrect brake pedal free play	Adjust brake pedal free play to correct specification
	Brake disc lining worn or broken	Replace brake discs as needed
After engaging brake pedal, pedal will not return	Return spring damaged	Replace the spring
	Lack of lubrication in brake shaft linkage parts	Clean and lubricate linkage as needed
	Damaged internal brake parts	Repair internal brake parts as needed

Hydraulic Lift System - Troubleshooting

Problem	Possible Cause	Correction
The three-point linkage will not raise	Lack of transmission / hydraulic oil	Add oil as needed
	Air in the hydraulic suction pipe	Tighten the hydraulic filter and check all hydraulic suction connections
	Hydraulic filter clogged	Replace hydraulic filter
	Faulty hydraulic pump	Check pump for proper flow replace pump if needed
	Faulty control valve	Check hydraulic control valve and linkage for proper operation repair as needed
	Faulty hydraulic lift cylinder	Repair lift cylinder as needed
	Faulty hydraulic relief valve	Check hydraulic system for correct pressure setting, repair as needed
Oil leakage	Connecting part loosened	Tighten
	Oil seal damaged	Replace
	Pipe cracked	Replace
The three-point linkage does not move down when control handle is moved to down position.	Down speed control valve locked in closed position	Turn the knob counterclockwise, to open valve

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	Model Boomer 40 - Hydrostatic/Gear	Model Boomer 50 - Hydrostatic/Gear
FUEL SYSTEM		
Fuel Type	Diesel	Diesel
Type of Fuel to Use if Above **4 °C** (**40 °F**)	No. 2-Diesel, Cetane Rating: Minimum 40	No. 2-Diesel, Cetane Rating: Minimum 40
Type of Fuel to Use if Below **4 °C** (**40 °F**)	No. 1-Diesel, Cetane Rating: Minimum 40	No. 1-Diesel, Cetane Rating: Minimum 40
Injection Pump:		
Type	In-Line	In-Line
CLUTCH		
Type	**275 mm** (**10.8 in**) - Gear Transmission	**275 mm** (**10.8 in**) - Gear Transmission
Pedal Free-Travel	**19 - 30 mm** (**0.75 - 1.2 in**)	**19 - 30 mm** (**0.75 - 1.2 in**)
BRAKES		
Type	Wet Disc	Wet Disc
2 Disc per Side	**223 mm** (**8.78 in**) x **174 mm** (**6.85 in**)	**223 mm** (**8.78 in**) x **174 mm** (**6.85 in**)
STEERING		
Type	Power	Power
Turns Lock-to-Lock:		
FWD	3.48 L to R 3.48 R to L	3.48 L to R 3.48 R to L
Front Wheel		
Toe-In	**0 - 5 mm** (**0 - 0.20 in**)	**0 - 5 mm** (**0 - 0.20 in**)
Turning Radius w/o Brakes:		
FWD	**3080 mm** (**121.3 in**) Left turn **2940 mm** (**115.7 in**) Right turn	**3080 mm** (**121.3 in**) Left turn **2940 mm** (**115.7 in**) Right turn
Steering system Relief Valve Setting	**14220 kPa** (**2062 psi**)	**14220 kPa** (**2062 psi**)
POWER TAKE-OFF		
Type	Independent	Independent
Shaft Size:		
Rear PTO	**35 mm** (**1.4 in**)	**35 mm** (**1.4 in**)
Mid PTO	**25.4 mm** (**1 in**)	**25.4 mm** (**1 in**)
Engine Speed for **540 RPM** Rear PTO Operation	**2409 RPM** - HST Transmission **2409 RPM** - Gear Transmission	**2409 RPM** - HST Transmission **2409 RPM** - Gear Transmission
Engine Speed for **750 RPM** Rear PTO Operation	**2375 RPM** - HST Transmission **2375 RPM** - Gear Transmission	**2375 RPM** - HST Transmission **2375 RPM** - Gear Transmission
Engine Speed for **1000 RPM** Rear PTO Operation	**2381 RPM** - HST Transmission **2381 RPM** - Gear Transmission	**2381 RPM** - HST Transmission **2381 RPM** - Gear Transmission
Horsepower PTO Observed	**24.5 kW** (**32.8 Hp**) - HST **26.0 kW** (**35.0 Hp**) - Gear	**28.0 kW** (**37.6 Hp**) - HST **29.8 kW** (**40.0 Hp**)
Engine Speed for **2000 RPM** Mid PTO Operation	**2563 RPM** - HST **2563 RPM** - Gear	**2563 RPM** - HST **2563 RPM** - Gear
Direction of Rotation (As viewed from rear of tractor)		
Rear PTO	Clockwise	Clockwise

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Power Take-Off (PTO) operation

Rear PTO

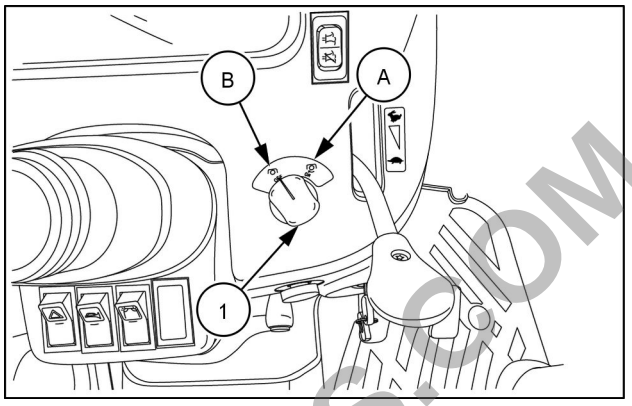
To engage the rear PTO:

1. Push the PTO switch **(1)** down and turn the switch to the "ON" position **(A)**.

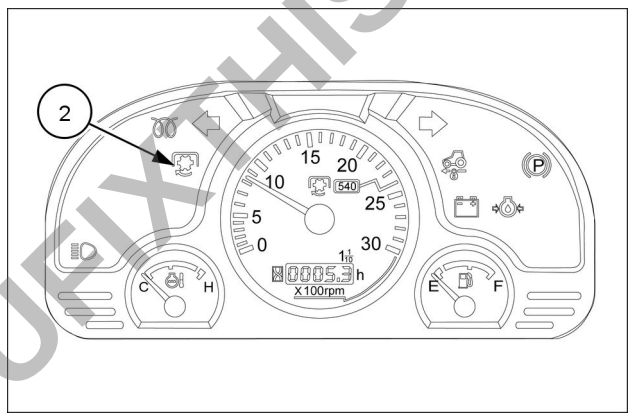
   NOTE: *When the PTO switch is in the engaged "ON" position, the PTO indicator light* ***(2)*** *will be illuminated on the instrument panel.*

2. The PTO system is totally independent of the tractor ground speed, and the following operations can be performed.

- The tractor ground travel can be stopped without stopping the PTO.
- Stop the PTO by disengaging the PTO clutch without stopping the tractor ground travel.



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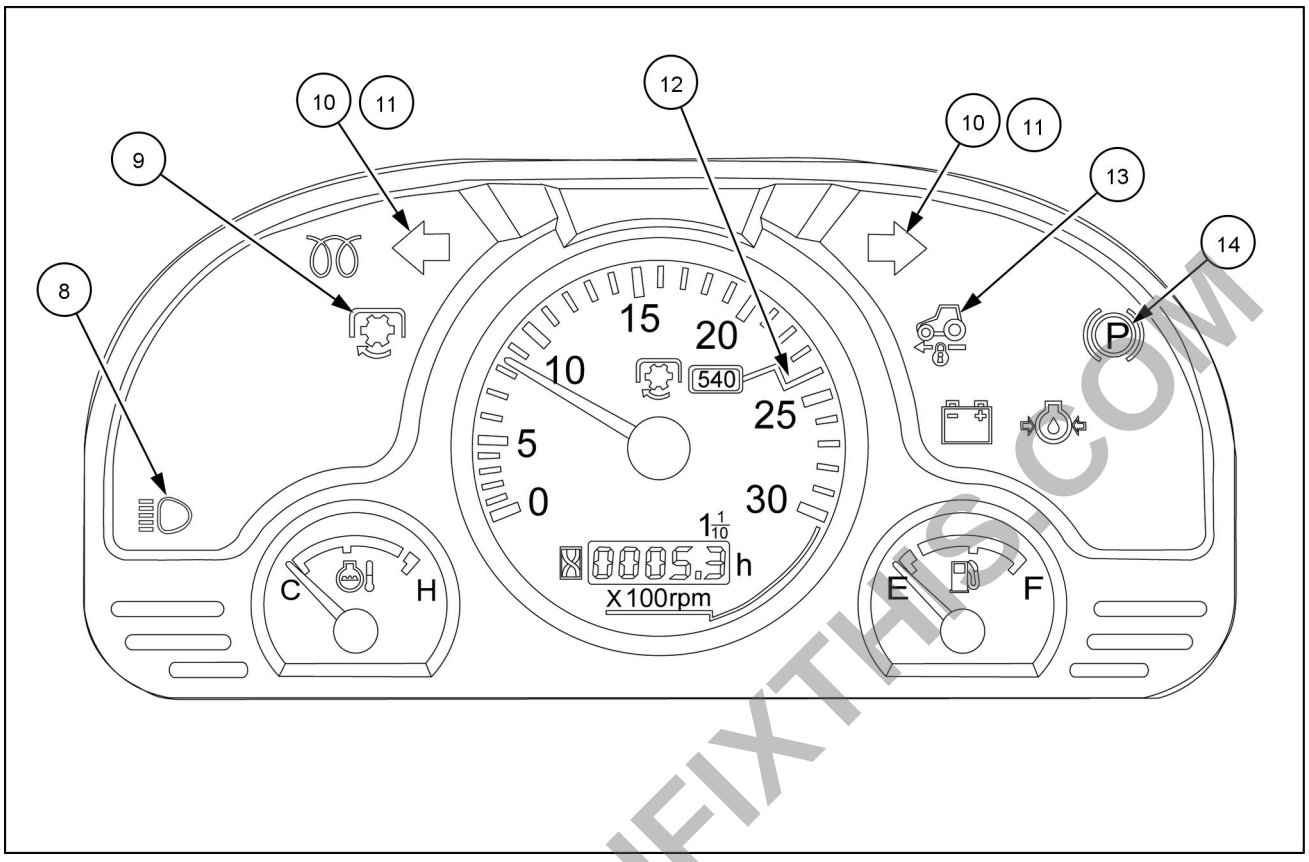
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To disengage the rear PTO:

1. Push down on the PTO switch **(1)** and the switch will automatically return to the "OFF" position **(B)**.

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8. High Beam Indicator - When road lights high beam are illuminated, the indicator symbol will illuminate.
9. PTO On Indicator - When either the rear or mid PTO is engaged, the indicator will be illuminated amber with the key in the "START" or "ON" positions.
10. Flasher Warning Lights - Operate when the multi-function switch is turned on, regardless of the key switch position. Use the flasher warning lights, road lights, when traveling on public roads, day or night.
11. Flasher Turn Lights - Operate when the multifunction switch lever is moved upwards for right turns the right arrow will flash and moved downwards for left turns the left arrow will flash. The key switch has to be in the "ON" or "START" positions.
12. PTO Speed Indicator - Determined by the position of the needle on the tachometer. The tachometer is marked to indicate **540 RPM** of PTO. If the needle registers above the **540 RPM** mark, this indicates a dangerous over speed condition, and the engine rpm should be reduced immediately.
13. Cruise Control Indicator (HST only) - Illuminates with the key switch in the "ON" position and the cruise control rocker switch is engaged. The indicator light will illuminate amber.
14. Parking Brake Light - Illuminates if the park brake is engaged when the key switch is turned from the "OFF" position.

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NOTE: *Imperial Units, 1/4 inch and 5/16 inch hardware torque specifications are shown as pound-inches (* ***# lb in*** *). Imperial Units, 3/8 inch through 1 inch hardware torque specifications are shown as pound-feet (* ***# lb ft*** *).*

Inch non-flanged hardware

Nominal size	SAE Grade (GR) 5 bolt and nut		SAE Grade (GR) 8 bolt and nut		Locknut GR F w/ GR 5 bolt	Locknut GR G w/ GR 8 bolt
	Unplated or plated silver	Plated w/ZnCr gold	Unplated or plated silver	Plated w/ZnCr gold		
	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)
1/4 in	8 (71)	11 (97)	12 (106)	16 (142)	8.5 (75)	12.2 (109)
5/16 in	17 (150)	23 (204)	24 (212)	32 (283)	17.5 (155_	25 (220)
	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)
3/8 in	30 (22)	40 (30)	43 (31)	57 (42)	31 (23)	44 (33)
7/16 in	48 (36)	65 (48)	68 (50)	91 (67)	50 (37)	71 (53)
1/2 in	74 (54)	98 (73)	104 (77)	139 (103)	76 (56)	108 (80)
9/16 in	107 (79)	142 (105)	150 (111)	201 (148)	111 (82)	156 (115)
5/8 in	147 (108)	196 (145)	208 (153)	277 (204)	153 (113)	215 (159)
3/4 in	261 (193)	348 (257)	369 (272)	491 (362)	271 (200)	383 (282)
7/8 in	420 (310)	561 (413)	594 (438)	791 (584)	437 (323)	617 (455)
1 in	630 (465)	841 (620)	890 (656)	1187 (875)	654 (483)	924 (681)

Inch flanged hardware

Nominal size	SAE Grade (GR) 5 bolt and nut		SAE Grade (GR) 8 bolt and nut		Locknut GR F w/ GR 5 bolt	Locknut GR G w/ GR 8 bolt
	Unplated or plated silver	Plated w/ZnCr gold	Unplated or plated silver	Plated w/ZnCr gold		
	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)
1/4 in	9 (80)	12 (106)	13 (115)	17 (150)	8 (71)	12 (106)
5/16 in	19 (168)	25 (221)	26 (230)	35 (310)	17 (150)	24 (212)
	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)
3/8 in	33 (25)	44 (33)	47 (35)	63 (46)	30 (22)	43 (32)
7/16 in	53 (39)	71 (52)	75 (55)	100 (74)	48 (35)	68 (50)
1/2 in	81 (60)	108 (80)	115 (85)	153 (113)	74 (55)	104 (77)
9/16 in	117 (86)	156 (115)	165 (122)	221 (163)	106 (78)	157 (116)
5/8 in	162 (119)	216 (159)	228 (168)	304 (225)	147 (108)	207 (153)
3/4 in	287 (212)	383 (282)	405 (299)	541 (399)	261 (193)	369 (272)
7/8 in	462 (341)	617 (455)	653 (482)	871 (642)	421 (311)	594 (438)
1 in	693 (512)	925 (682)	979 (722)	1305 (963)	631 (465)	890 (656)

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