# SECTION 10 - ENGINE

**BOOK 1 - 86978874**

## Chapter 2 – Cooling System

**CONTENTS**


| Section | Description | Page |
|---|---|---|
| | Description and Operation | 2 |
| | Troubleshooting | 4 |
| | Specifications | 5 |
| | Disassembly and Repair | 6 |


# SECTION 10 - ENGINE

**BOOK 1 - 86978874**

## Chapter 3 - Remove and Replace, 7.5L NH Engine

**CONTENTS**


| Section | Description | Page |
|---|---|---|
| 10 000 | Engine | 2 |
| | Engine Removal | 2 |
| | Engine Installation | 17 |


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## TROUBLESHOOTING

***IMPORTANT:*** *Whenever effecting a repair, the cause of the problem must be identified and corrected to avoid repeat failures. The following table lists problems and their possible causes with recommended remedial action.*

| PROBLEM | POSSIBLE CAUSES | CORRECTION |
|---|---|---|
| Engine overheats | Hose connection leaking or collapsed | Tighten hose connection<br>Replace hose if damaged |
| | Radiator cap defective or not sealing | Replace radiator cap |
| | Radiator leakage | Repair/replace radiator |
| | Improper fan belt adjustment | Check tensioner<br>Check belt |
| | Radiator fins restricted | Clean with compressed air |
| | Faulty thermostat | Replace thermostat |
| | Internal engine leakage | Check for source of leakage, replace gasket or defective parts |
| | Water pump faulty | Overhaul water pump |
| | Exhaust gas leakage into cooling system | Replace cylinder head gasket, check head for damage or distortion |
| | Coolant aeration | Tighten all connections and check coolant level is correct. Ensure cylinder head gasket is not blown |
| | Cylinder head gasket improperly installed | Replace cylinder head gasket |
| | Hot spot due to rust and scale or clogged water jackets | Reverse flush the entire cooling system |
| | Obstruction to radiator air flow | Remove the obstruction |
| | Extended engine idling | Do not allow the engine to idle for too long a period |
| | Oil cooler tube blocked | Clean |
| | Radiator core tubes blocked | Check free flow |
| Water temperature gauge fails to reach normal operating temperature | Faulty temperature sender | Replace sender switch |
| | Incorrect or faulty thermostat | Replace thermostat |
| | Faulty water temperature gauge | Replace temperature gauge |

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## TORQUE SETTINGS

### Engine F3A

*(cont.)*

| PART | Thread | TORQUE | |
|---|---|---|---|
| | | N·m (ft. lbs.) | kgm |
| Screw securing engine bracket to timing system gear-box | M 16x2 | | |
| First phase: pre-torque | | 100 (73 ft. lbs.) | 10 |
| Second phase: angle closed | | 60° | |
| Screw securing camshaft gear ♦ | M 14x2 | | |
| First phase: pre-torque | | 60 (44 ft. lbs.) | 6 |
| Second phase: angle closed | | 60° | |
| Screw securing phonic wheel to timing system gear | M 6x1 | 8.5±1.5 (75±13 in. lbs.) | 0.8±0.1 |

*(cont.)*

♦ Before assembly, lubricate with engine oil
• Before assembly, lubricate with graphitized oil

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**Replacement**

***NOTE:*** *The engine gearbox weighs approximately 246 kg (543 lbs.).*

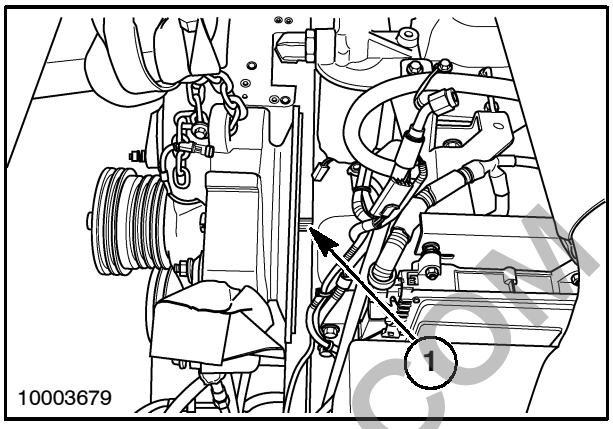
Lubricate the gearbox spine input shaft with an anti-seize compound.

***NOTE:*** *Make sure that the gearbox is properly supported. Too much or too little tension may cause the gearbox spline shaft, 1, to bend.*

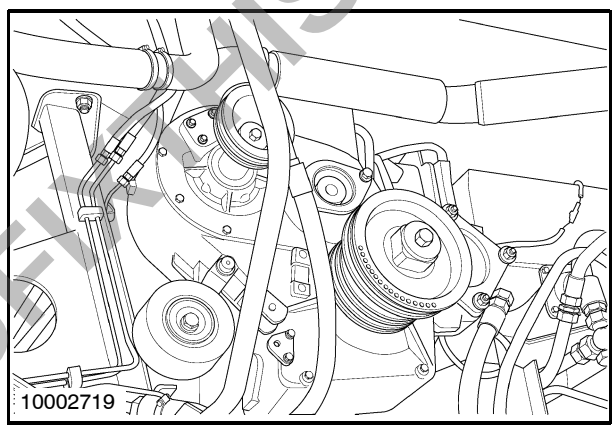
Securely attach the engine gearbox to a tow motor and lift the gearbox to the engine mounting flange.

Slide the gearbox spline into the engine flywheel until the flanges are against each other.

Turn in all twelve gearbox mounting cap screws. Do not tighten any hardware until all cap screws have been started.



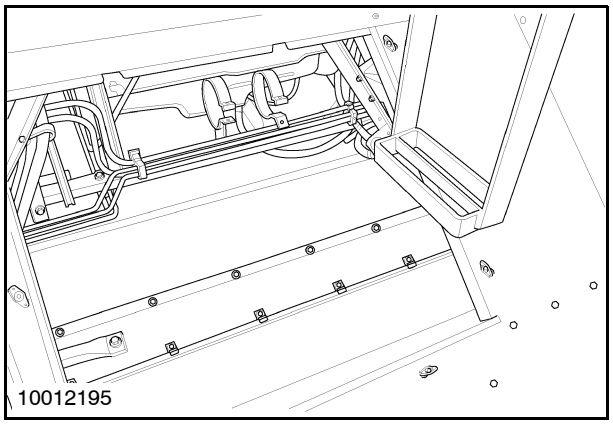

30




31

Several of the cap screws are better accessible from inside the grain tank.

Apply Loctite 242 and tighten the gearbox mounting cap screws to 80 - 90 N·m (59 - ft. lbs.).




32

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## MULTI FUNCTION VALVES

The multi function valve has four functions, and three different valves.

The valves with in the multi function valve are as follows:

- A Charge Pressure Check Valve to keep the system full of oil.
- A Pressure Limiter Valve to make the work pressure (delta p) does not exceed 420 bar (6090 psi).
- A High Pressure Relief Valve to protect the system from shock loads above 450 bar (6525 psi) (delta p).

The multi function valve also includes a bypass valve to enable the vehicle to be moved at very low speeds for short distances if an engine failure occurs.

The bypass valve is a manually operated valve and oil flow generated by the drive motor (acting as a pump) is allowed to flow to the suction side of the motor.

A. Bypass Actuator
B. Pressure Limiter Adjustment Screw
C. Pressure Limiter Lock Nut
D. Pressure Limiter Housing
E. Pressure Limiter Spring
F. Spring Seat
G. Check Valve Carriage
H. High Pressure Relief/check Valve Poppet
J. Valve Seat
K. Spring
L. Pressure Limiter Poppet Seat
M. Pressure Limiter Valve Poppet
8a -9a. Charge Check Valve
8b -9b. Pressure Limiter (420 bar) (6090 psi)
8c-9c. High Pressure Relief Valve (450 bar) (6525 psi)
8d -9d. Bypass Valve

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**All high pressure system functions affected**

A fault common to all functions, possibly the CCLS pump is faulty, the system relief valve is stuck open or a blocked pressure filter.

**Both the high and low pressure systems are affected**

A common fault affecting the pumps, possibly a pump drive fault or a fault in the gearbox

**Only one function affected, other functions operating normally**

Fault specific to that function.
Is an error code displayed on the MDF. If an error code is displayed investigate the error code and eliminate before proceeding.
Determine if fault is electrical or hydraulic. If the solenoid has a manual push button, activate, if function operates okay, the fault is electrical. Check the solenoid valve assembly (resistance of coil), check connector pins, check for voltage on the connector, check for short circuits on connector either to ground or + voltage. Inspect the wiring harness and check for open circuits and check the operation of the cab switch.
If the function does not operate with the manual button check the hydraulic circuit.
If possible install a pressure gauge to the component being operated if pressure is indicated this may suggest a seized or non-functioning component. If there is no output pressure from the valve then there may be a fault within that valve slice, remove the valve and inspect for sticking spools, broken springs or dirt ingress in galleries.

**A function will only operate in one direction**

Is an error code displayed on the MDF. If an error code is displayed investigate the error code and eliminate before proceeding.
Determine if fault is electrical or hydraulic. If the solenoid has a manual push button, activate, if function operates okay, the fault is electrical. Check the solenoid valve assembly (resistance of coil), check connector pins, check for voltage on the connector, check for short circuits on connector either to ground or + voltage. Inspect the wiring harness and check for open circuits.
Fault in valve, possibly a sticking spool
Component seized or damaged.



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**Using Recycling Equipment**
Recycling equipment is defined as equipment that both extracts and removes common contaminants from refrigerants. Recycling equipment designed and certified to meet SAE standards can make refrigerant recovery from mobile air-conditioning systems suitable for reuse in automotive A/C systems. Like recovery equipment, SAE standards require that each piece of recycling equipment be dedicated to a single refrigerant.

Note that only equipment capable of recovering and cleaning R-134a to meet SAE J2099 purity levels can be certified as meeting SAE standards. Recycling equipment capable of purifying R-134a to SAE J2099 purity levels will carry a label which contains the phrase “Design certified by Underwriters Laboratories, Inc. for compliance with SAE J2099.” Note that the Underwriters Laboratories label which certifies that the machine is free of reasonable shock or other safety hazards to the user is NOT an indication of compliance with SAE standards. The UL label must specifically state that the machine is “designed certified” to the applicable SAE standard.

**Recycled Versus Reclaiming**
Recycled refrigerant is refrigerant that has been recovered from a mobile air conditioning system and which is cleaned to meet J2099 for R-134a by the same shop that recovered it. The equipment designed to recycle refrigerant in the shop environment is intended to remove only those types of contaminants that are picked up during the operation of a mobile air conditioning system.

Reclaimed refrigerant has been recovered from a variety of different shops and possibly even different types of air conditioning systems, and has then been reprocessed to the same standards of purity as virgin refrigerant. Reclamation to such standards of purity requires equipment that is normally not affordable by an average shop. Hence, reclamation of refrigerant is usually done by independent companies established for that purpose.

The following is intended as a guide to servicing mobile air conditioning systems in a way that minimizes the potential for losing refrigerant to the atmosphere. Following the procedures in this section will help to ensure compliance with SAE J2211 for R-134a systems.

**CAUTION**

**Fire or explosion hazard exists with R-134a under certain conditions. R-134a has been shown to be nonflammable at ambient temperature and atmospheric pressure. However, tests under controlled conditions have indicated that, at pressures above atmospheric and with air concentrations greater than 60% by volume, R-134a can form combustible mixtures. While it is recognized that an ignition source is also required for combustion to occur, the presence of combustible mixtures is a potentially dangerous situation and should be avoided.**

**CAUTION**

**R-134a service equipment or vehicle A/C systems should not be pressure tested or leak tested with compressed air. Mixtures of AIR and R-134a have been known to be combustible at elevated pressures. These mixtures are potentially dangerous and may result in fire or explosion causing injury or property damage. Additional health and safety information may be obtained from refrigerant and lubricant manufacturers.**

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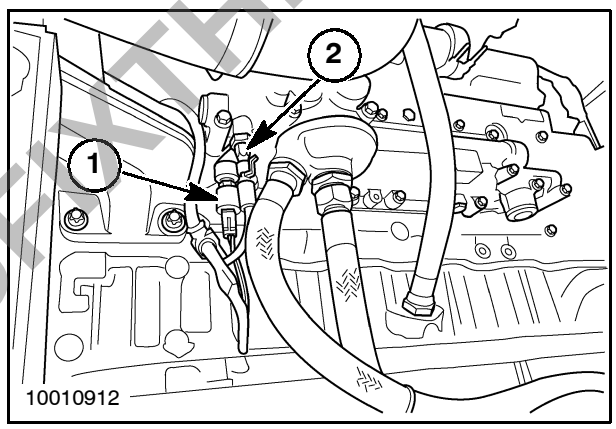
## ENGINE COMPARTMENT, IVECO CURSOR ONLY

***NOTE:*** *The Iveco engine, is equipped with two engine harnesses. One harness is supplied by Iveco, and is installed when the engine is assembled, and connects engine-specific sensors to the engine control unit (ECU). Not all these sensors or connectors are labeled in the schematic, as they are used only for engine management.*

*The other harness is supplied by New Holland, and is installed when the engine is installed in the combine. In some cases, there may be open connectors on the Iveco harness, due to some Iveco sensors being removed and New Holland sensors being installed, which are connected to the NH harness.*

**Engine Oil Pressure Sensor - B30**

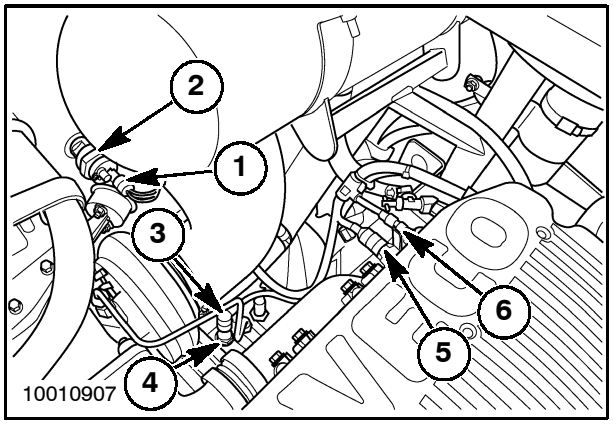
1. EN W/H, Connector X201 - Engine Oil Pressure
2. Engine Oil Pressure Switch - Iveco ECU Use Only




88

**Front of Engine**

1. EN W/H, Connector X202, Air Filter
2. Air Filter Pressure Sensor - B07
3. EN W/H, Connector X209 - Engine Oil Temperature
4. Engine Oil Temperature Sensor - B03
5. Engine Coolant Temperature - Iveco ECU Use Only
6. Engine Coolant Temperature - B42 (Connected To Iveco Harness)




89

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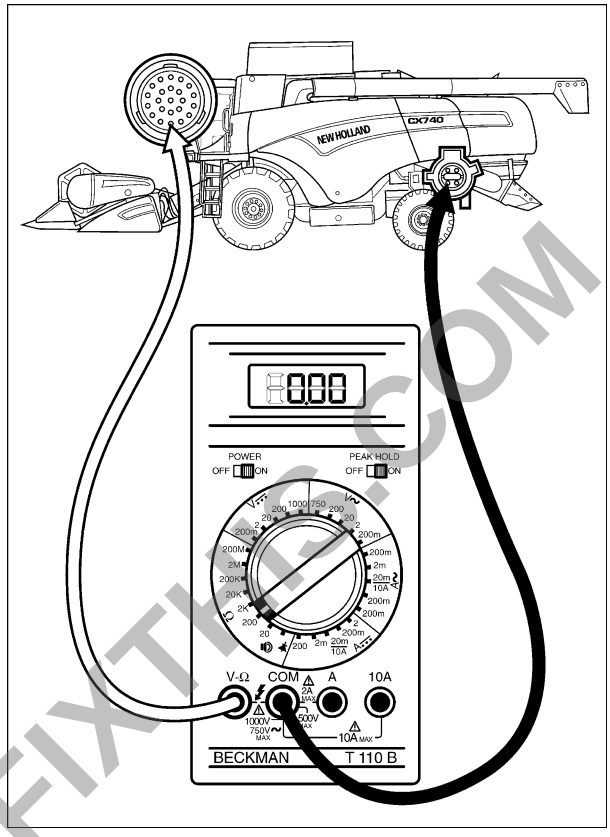


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**ELECTRICAL TEST PROCEDURE 4: CONTINUITY TEST - CHECK FOR OPEN CIRCUITS**

**CONDITIONS FOR PERFORMING CONTINUITY TESTS:**

1. Keyswitch OFF (sometimes disconnect battery or pull fuses).
2. Connectors at both ends of the circuit disconnected. All other connectors must be reconnected to perform test.
3. Set meter to measure resistance or ohms, and measure circuit resistance as illustrated.
   Use the red meter lead to touch the connector pins, one pin at a time, and avoid contact with the case of metal connectors.
   Use the black lead to make contact with the connector pin at the other end of the circuit. Avoid contact with other pins in the connector and the connector case, if it is metal.
4. Determine if measured resistance falls within guidelines specified in the procedure. If the resistance is no more than 3 to 4 ohms, the circuit is continuous. More resistance usually indicates dirty or corroded terminals in connectors, and 100K ohms indicates an open circuit.

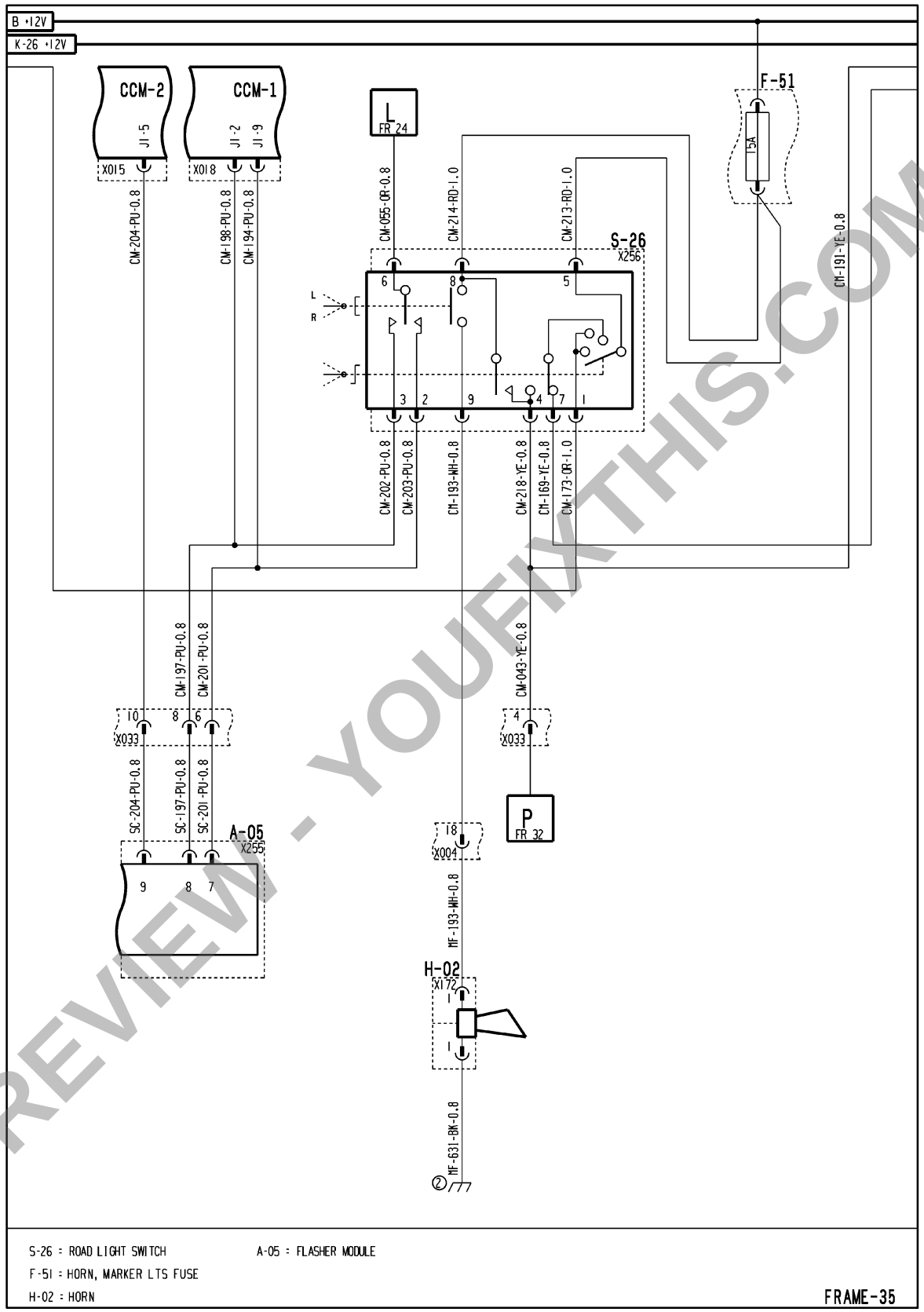



18

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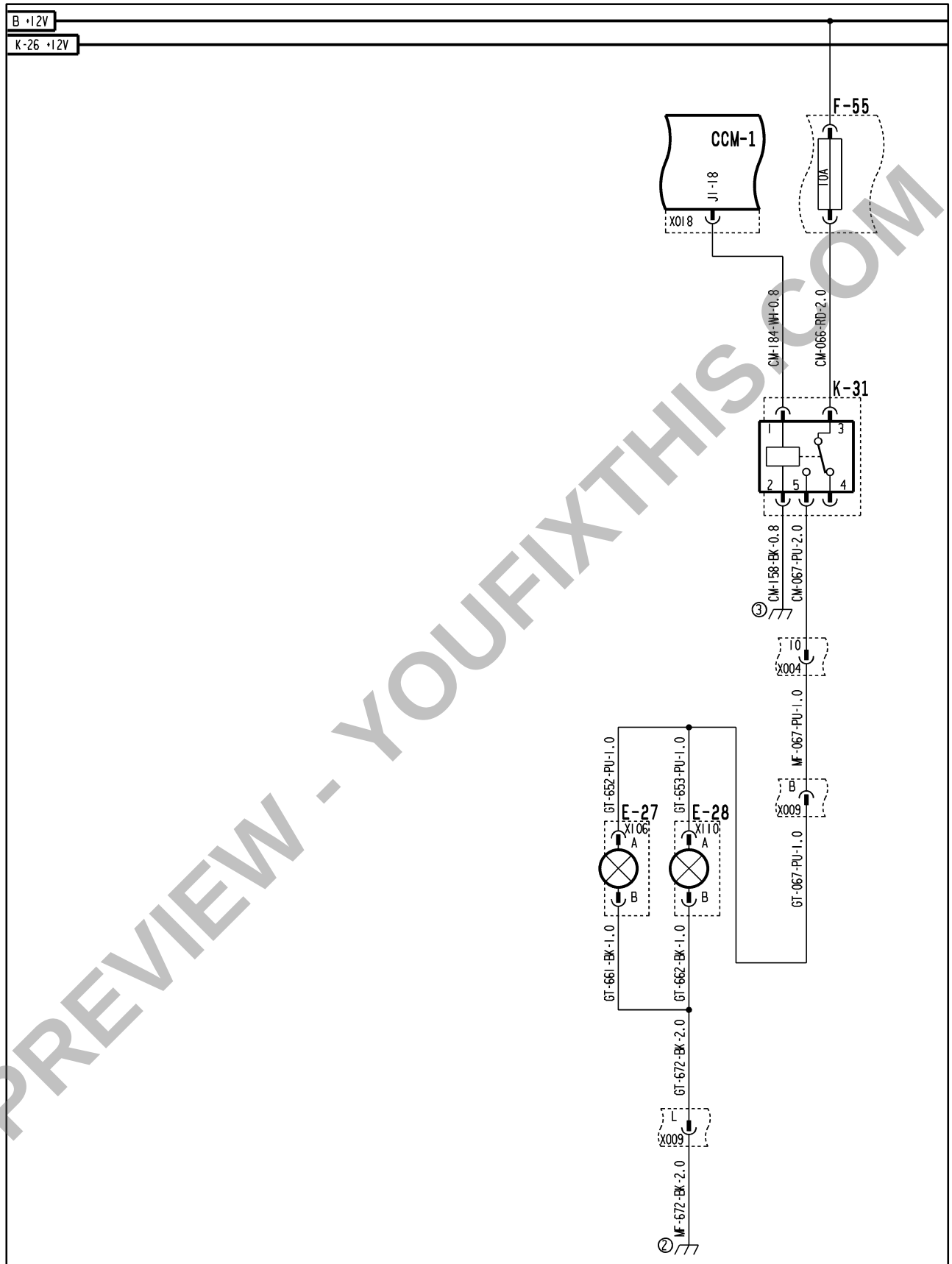
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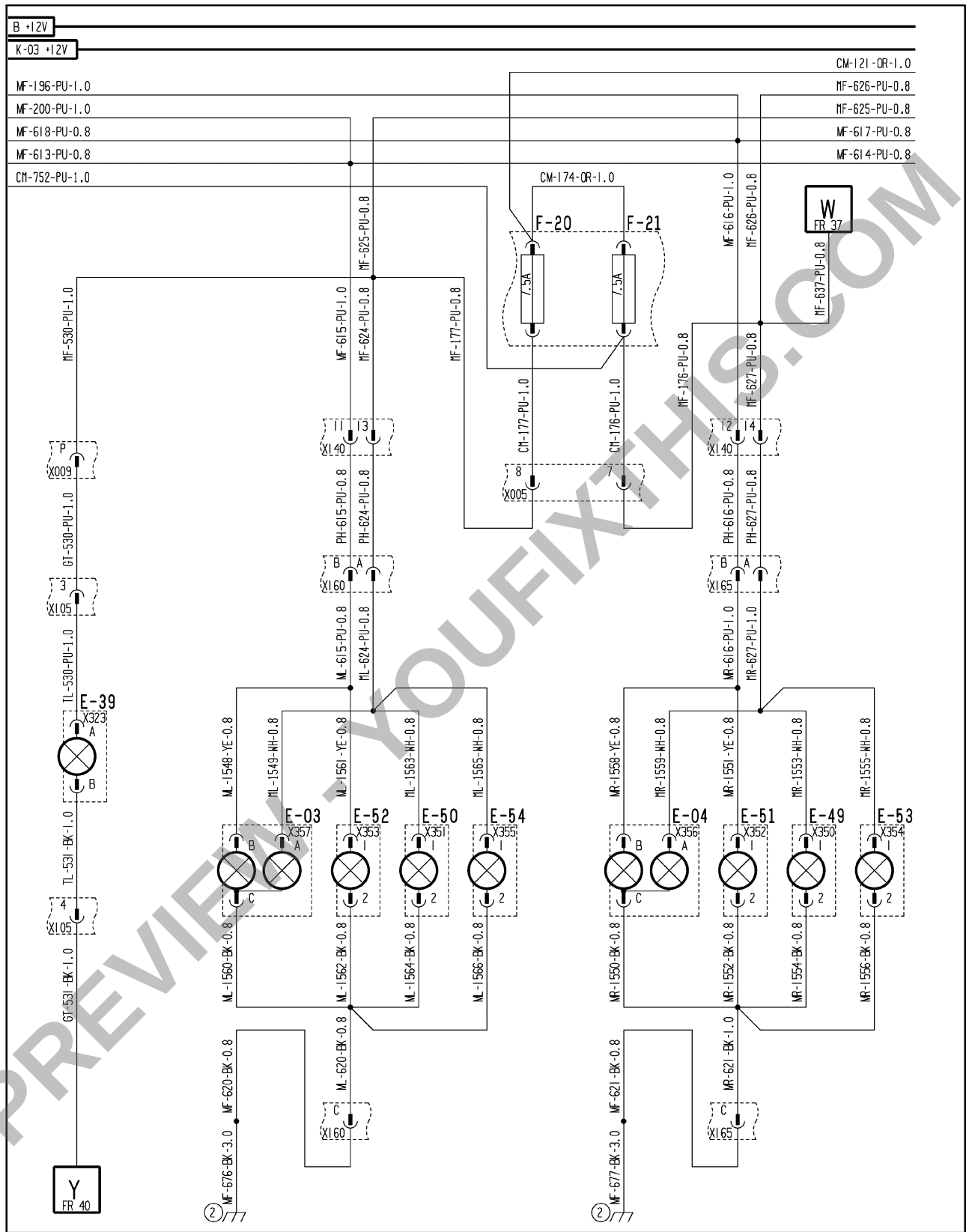



F-55 = REAR WORK LTS FUSE
K-31 = REAR WORK LTS RELAY
E-27 = LH REAR WORK LIGHT
E-28 = RH REAR WORK LIGHT

FRAME-38



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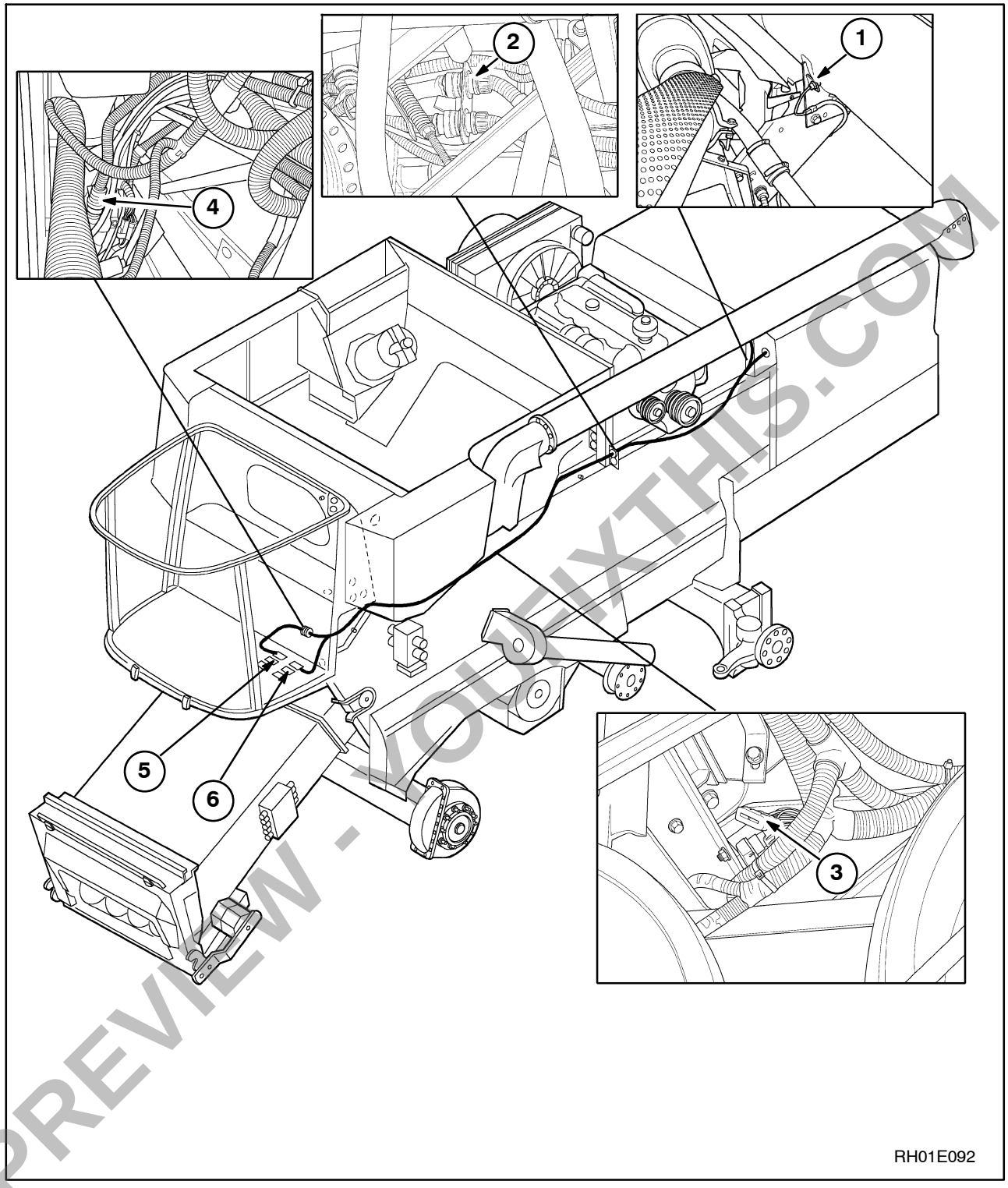

LIGHTING FRAME-34

E-03 = LH FRONT HAZARD LAMP
E-04 = RH FRONT HAZARD LAMP
E-39 = UNLOAD TUBE MARKER LMP (FR)
E-49 = RH POSITION LAMP (EU)
E-50 = LH POSITION LAMP (EU)
E-51 = RH FLASHING LAMP (EU)
E-52 = LH FLASHING LAMP (EU)
E-53 = RH FRONT AUSTRIA LAMP
E-54 = LH FRONT AUSTRIA LAMP
F-20 = LH MARKER LIGHTS FUSE
F-21 = RH MARKER LIGHTS FUSE

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5

1. UNLOAD TUBE CRADLED SENSOR B38
2. CONNECTOR X024
3. SPLICE BLOCK E, W05
4. CONNECTOR X008
5. CONNECTOR X020
6. CONNECTOR X019



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6. Disconnect **connector X176**, and use a multimeter to test for voltage on **connector X176 pin A**. There should be 5 volts present.

**NOTE:** *This supply circuit is also used to supply power to the lateral inclination sensor B02, so a short to 12 volts anywhere on the supply circuit will activate this error code.*

A. If 5 volts is found, continue with step 7.

B. If high (>5.2V) voltage is found, there is a short to high voltage in the main frame (MF) harness between **connector X176 pin A, connector X170 pin A** and **connector X019 pin J2-31** on one of the following wires:

Wire 498 pink, **connector X176** pin A to MF harness splice

Wire 451 pink, **connector X170** pin A to MF harness splice

Wire 453 pink, MF harness splice to **connector X019** pin J2-31

Locate the short and repair.

7. Operate the machine while monitoring Infoview monitor. If no high out of range readings are indicated, erase the fault code and continue operation. If the fault code immediately resets, determine which 12 volt circuit (such as the concave clearance motor) was activated to cause the short.

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# FAULT CODE – E0078-05 Concave Clearance Motor Line Disconnected

**Cause:**
The ***concave clearance motor (M04)*** circuit indicates high current draw.

**Possible failure modes:**

1. Circuit connection shorted.
2. Excessive mechanical load on motor.
3. Controller internal failure (internal regulator failure).

**Solution:**

1. Enter the Infoview Monitor - service info screens
   A. Record and erase service history.
   B. Start the combine and operate conclave clearance and bin covers circuits in both directions.
   C. Record in which direction(s) the concave clearance increases or decreases.
   D. Reload error history.
   E. Check for the following fault codes: E0044-06, E0045-06, E0078-05 and E0079-05.
   F. Use the following table to determine the location of the fault.

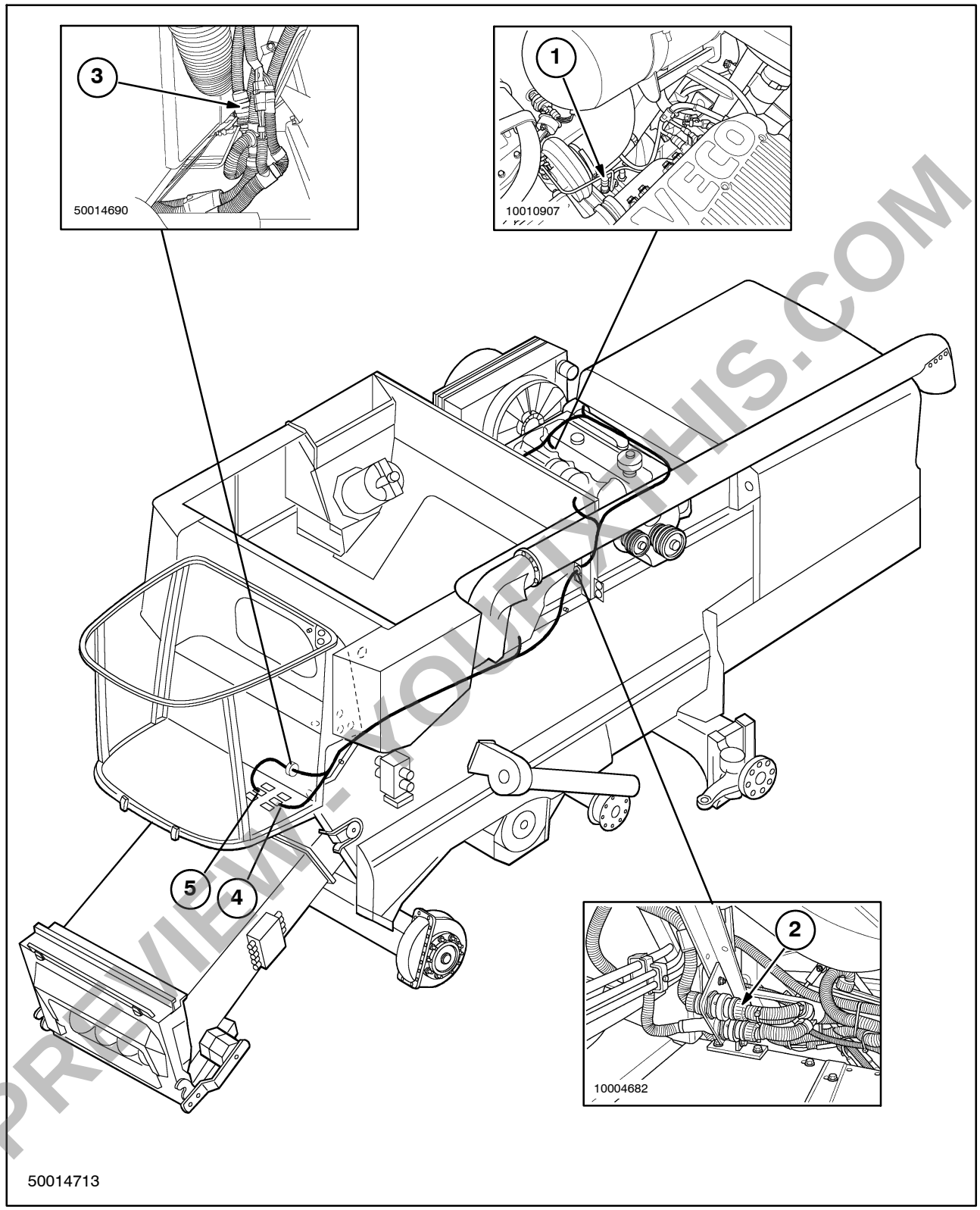
| SYMPTOM | FAULT CODES | | | | |
|---|---|---|---|---|---|
| | E0044-06 | E0045-06 | E0078-05 | E0079-05 | |
| Concave operates in 1 direction only | X | | | | Go to Step 2 |
| | | | X | | Go to Step 3 |
| Concave and covers operate in 1 direction only | | | X | X | Go to Step 6 |
| Concave does not operate in either direction | | | X | | Go to Step 9 |
| | | | X | | Go to Step 14 |
| Covers operates in 1 direction only | | X | | | Go to Step 15 |
| | | | | X | Go to Step 16 |
| Covers do not operate in either direction | | | | X | Go to Step 20 |
| | | | | X | Go to Step 27 |
| Both concave and covers do not operate in either direction | | | X | X | Go to Step 28 |
| Both concave and covers do not operate in either direction | NO FAULT CODE – | | | | Go to Step 30 |

2. The concave clearance adjustment motor is bound up. See the appropriate service manual chapter for repair.



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26

1. Engine Oil Temperature Sensor B03
2. Connector X010
3. Connector X008
4. Connector X016
5. Connector X017



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5. Key switch in “On” position.. Enter the Infoview Monitor - “Diagnose info” screen.

   Select “Supply” sub menu.

   Select “CCM2 Battery Voltage” and check voltage range.

   The acceptable voltage range for the module is 10 to 18 volts.

   A. If the voltage reading is between 10 and 18 volts, continue with Step 5.

   B. If the voltage reading is less than 10 volts, there is excessive resistance between the fuse panel and CCM2. Inspect wires 047 & 050 red to CCM2 connector X015 pin J1-1 for loose or corroded connections, or damage to the wires.

6. Start the combine engine. Enter the Infoview Monitor - “Diagnose info” screen.

   Select “Supply” sub menu.

   Select “CCM2 Battery Voltage”. With the engine RPM at low idle, engage road and work lights. Check voltage range.

   The acceptable voltage range for the module is 10 to 18 volts.

   A. If the voltage reading is between 10 and 18 volts, continue with Step 6.

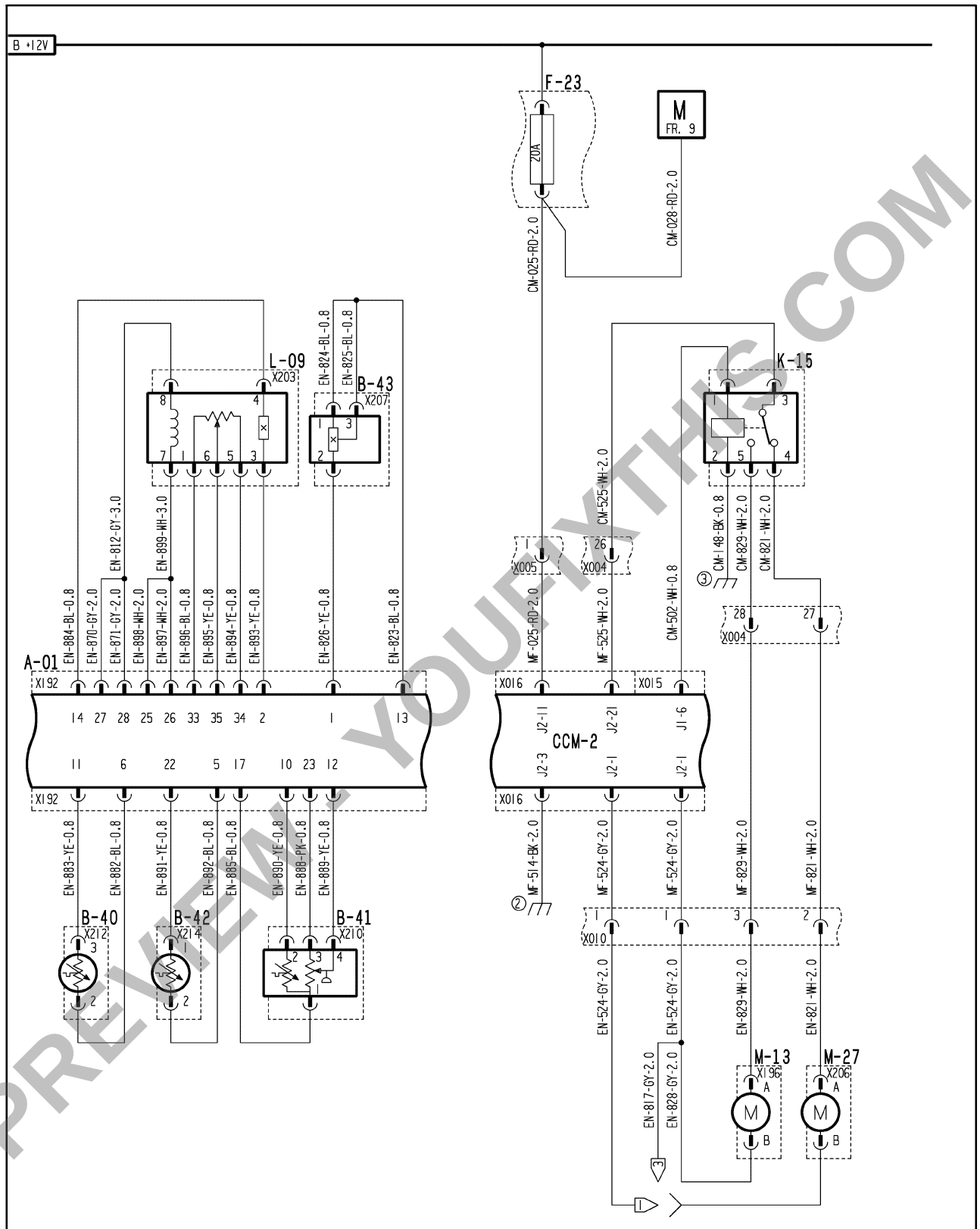
   B. If the voltage reading is less than 10 volts, the alternator and/or regulator may have failed, and the charging system is not producing sufficient voltage. Refer to “Charging Systems” in Chapter 7 - Electrical Systems, Schematics and Diagnostics for additional alternator testing information.

7. Erase the error code and continue operation.

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A-01 = ENGINE CONTROL UNIT
B-40 = FUEL TEMP
B-41 = AIR TEMP/BOOST PRESS
B-42 = COOLANT TEMP
B-43 = FLYWHEEL RPM
F-23 = THROTTLE/BRUSH FUSE
K-15 = THROTTLE/BRUSH RELAY
L-09 = FUEL INJECTION PUMP
M-13 = THROTTLE ACTUATOR (MECHANICAL)
M-27 = ROTARY SCREEN BRUSH

FRAME-4



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54. Disconnect connector **X005**. Use a multimeter to check for continuity between the harness end of **connector X005 pin 4** and chassis ground.
    A. If no continuity is found, there is a short to ground in the cab main (CM) harness between **fuse F27** on the fuse panel and **connector X005 pin 4** wire 031 red. Locate the short and repair.
    B. If continuity is found, continue with step 55.
55. Disconnect connector **X034**. Use a multimeter to check for continuity between the harness end of **connector X034 pin 2** and chassis ground.
    A. If no continuity is found, there is a short to ground in the main frame (MF) harness between **connector X034 pin 2** and **connector X005 pin 4** wire 031 red. Locate the short and repair.
    B. If continuity is found, there is a short to ground in the expansion (EX) harness between **connector X034 pin 2**, **connector X013 pin J2-11** and **connector X014 pin J3-7** on one of the following wires:

       Wire 031 red, **connector X034** pin 2 to harness splice

       Wire 511 red, harness splice to **connector X013** pin J2**-05**

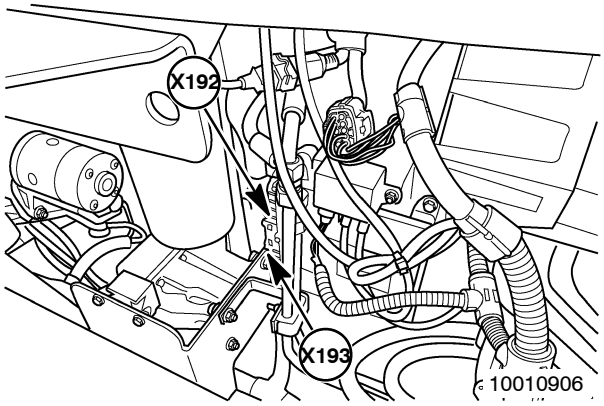
       Wire 512 red, harness splice to **connector X014** pin J3-7

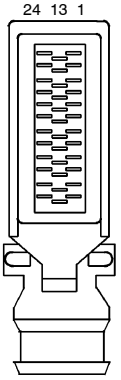
       Visually inspect the harnesses for damage, bent or dislocated pins, corroded terminals or broken wires. Locate the short to ground and repair.
56. Test for 12V power at **connector X013 pin J2-11** on the CCM3 module under the cab.
    A. If there is no power, there is an open circuit on the power wires to the CCM3 module. Continue with step 57.
    B. If there is power, go to step 59.
57. Disconnect connector **X005**. Use a multimeter to check for 12V at **connector X005 pin 4**.
    A. If there is no power, there is an open circuit in the cab main (CM) harness between **fuse F27** on the fuse panel and **connector X005 pin 4** wire 031 red. Locate the open and repair.
    B. If power is found, continue with step 58.
58. Disconnect connector **X034**. Use a multimeter to check for 12V at **connector X034 pin 2**.
    A. If no continuity is found, there is an open circuit in the main frame (MF) harness between **connector X034 pin 2** and **connector X005 pin 4** wire 031 red. Locate the open and repair.
    B. If continuity is found, there is an open circuit in the expansion (EX) harness between **connector X034 pin 2** and **connector X013 pin J2-11** wire 031 red or 511 red. Locate the open and repair.
59. Test for continuity to ground at **connector X013 pin J2-3** on the CCM3 module under the cab.
    A. If there is no continuity to ground, there is an open circuit in the expansion (EX) harness from **connector X013 pin J2-3** on CCM3 module to the **front frame ground #2** wire 520 black. Locate the open and repair. After repair, go to step 60.
    B. If there is continuity to ground, go to step 60.
60. Once it has been verified that power is being supplied to the module, recheck the circuit operation as described in step 1. If the fuse fails during the testing, a short to ground on the circuit being operated at the time of failure is causing the fuse to fail.

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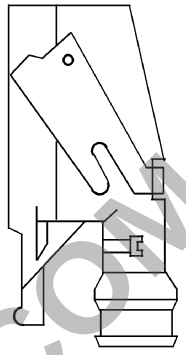


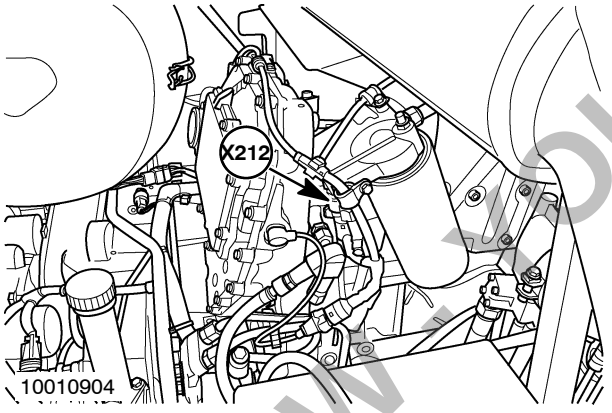
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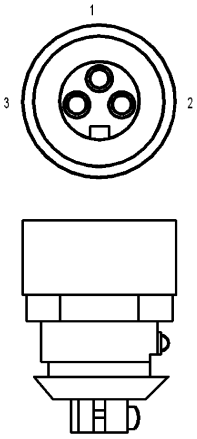



**X192**
**&**
**X193**






**X212**

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# FAULT CODE – E0663-07 CSW Fan Speed Decr. Mechanical Out of Range

**Cause:**

The Right Hand Module (RHM) has detected that the Console Switch (CSW) Fan Speed Decrease circuit voltage is **>3.500 volts** since power up.

**Possible failure modes:**

1. The CSW Fan Speed Decrease circuit is shorted to **>3.500 volts**.
2. RHM internal failure.
3. The Fan Speed Switch S-15(DE) is stuck or shorted to **>3.500 volts**.

**Solution:**

1. Verify the fault is present. Enter the Infoview monitor – "Diagnose info" screen, "Console" sub menu. Select "CSW Fan Speed Decr." and observe the voltage.

   The normal operating range for the CSW Fan Speed Decr. circuit is **0.5 - 12.0 volts**.

   Note that the Infoview monitor is limited to **0.0 - 5.0 volts**.

   A. If the voltage reading is **>3.500 volts**, continue with Step **2**.

   B. If the voltage reading is within the proper limits, the fault may be intermittent. Continue troubleshooting at Step **5**.

2. Verify the RHM is good. Turn off the ignition switch. Disconnect the Right Console Harness **connector X030**. Using the proper tool, remove pin 9 wire 344 yellow from **X030**. With the wire removed from the connector, reconnect **X030**. Turn the ignition back on and recheck the CSW Fan Speed Decr. voltage.

   A. If the voltage now reads **<3.500 volts**, the RHM is good. Continue troubleshooting at Step **3**.

   B. If the voltage is still **>3.500 volts**, then the fault is in the RHM. Reinstall the wire removed for troubleshooting. Reload the system software to see if the fault code clears. If the fault is still present after reloading the software, replace the RHM. Continue troubleshooting at Step **5**.

3. Verify the Fan Speed switch S-15(DE) is good. Using a voltmeter, measure the voltage at Fan Speed switch S-15 **connector X045** pin 1. While observing the voltage reading, operate the Fan Speed switch S-15(DE).

   A. If the voltage reading varies from **<3.500 - 12.00 volts,** then the switch is working properly. Continue troubleshooting at Step **4**.

   B. If the voltage never reads **<3.500 volts**, turn off the ignition switch. Disconnect the Fan Speed switch S-15 **connector X045**. Using the proper tool, remove pin 1 wire 344 yellow from **X045**. With the wire removed from the connector, reconnect **X045**. Turn the ignition back on and recheck the voltage reading. If the voltage reading still does not drop to **<3.500 volts**, reinstall the wire removed for troubleshooting. Replace Fan Speed switch S-15. Continue troubleshooting at Step **5**.

4. Verify circuit 344 yellow is good. Inspect for a short to another wire between Right Console Harness **connector X030** pin 9 and Fan Speed switch S-15 **connector X045** pin 1.

   A. If the circuit checks good, continue troubleshooting at Step **5**.

   B. Locate the short. Repair the shorted wiring. Continue troubleshooting at Step **5**.

5. Visually inspect the harness and connectors for damage, bent or dislocated pins, broken or pinched wires.

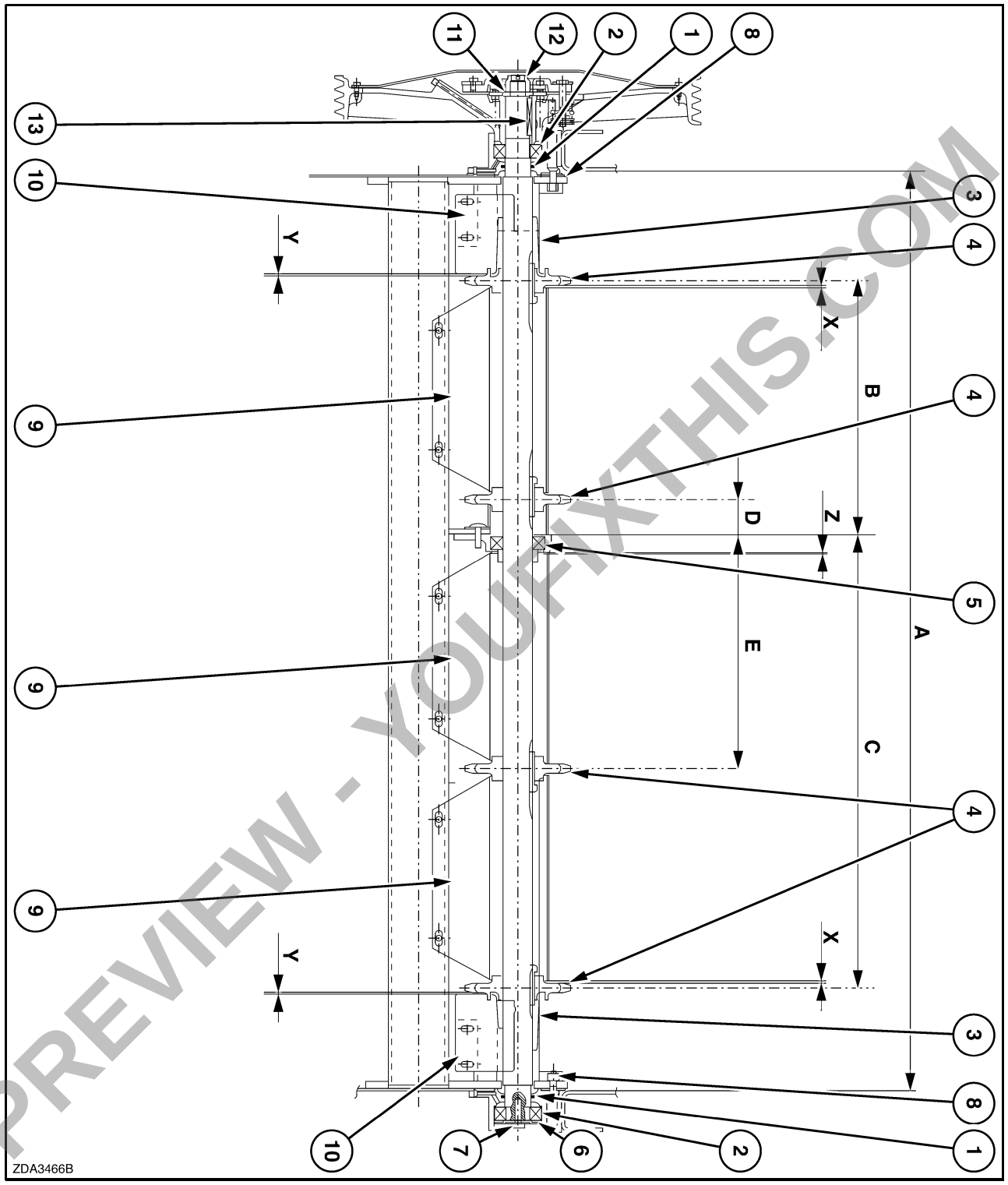
   A. Repair any damage found during visual inspection.

   B. If no damage is found, erase the fault code and continue operation.

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15

**Model CX 800**

A= 1580 mm (62-3/16″)

B= 438-440 mm (17-1/4″ - 17-5/16″)

C= 776-778 mm (30-1/2″ - 30-5/8″)

D= 59-61 mm (2-5/16″ - 2-7/16″)

E= 397-399 mm (15-5/8″ - 15-3/4″)

X= 1.5-2.5 mm (1/16″ - 3/32″)

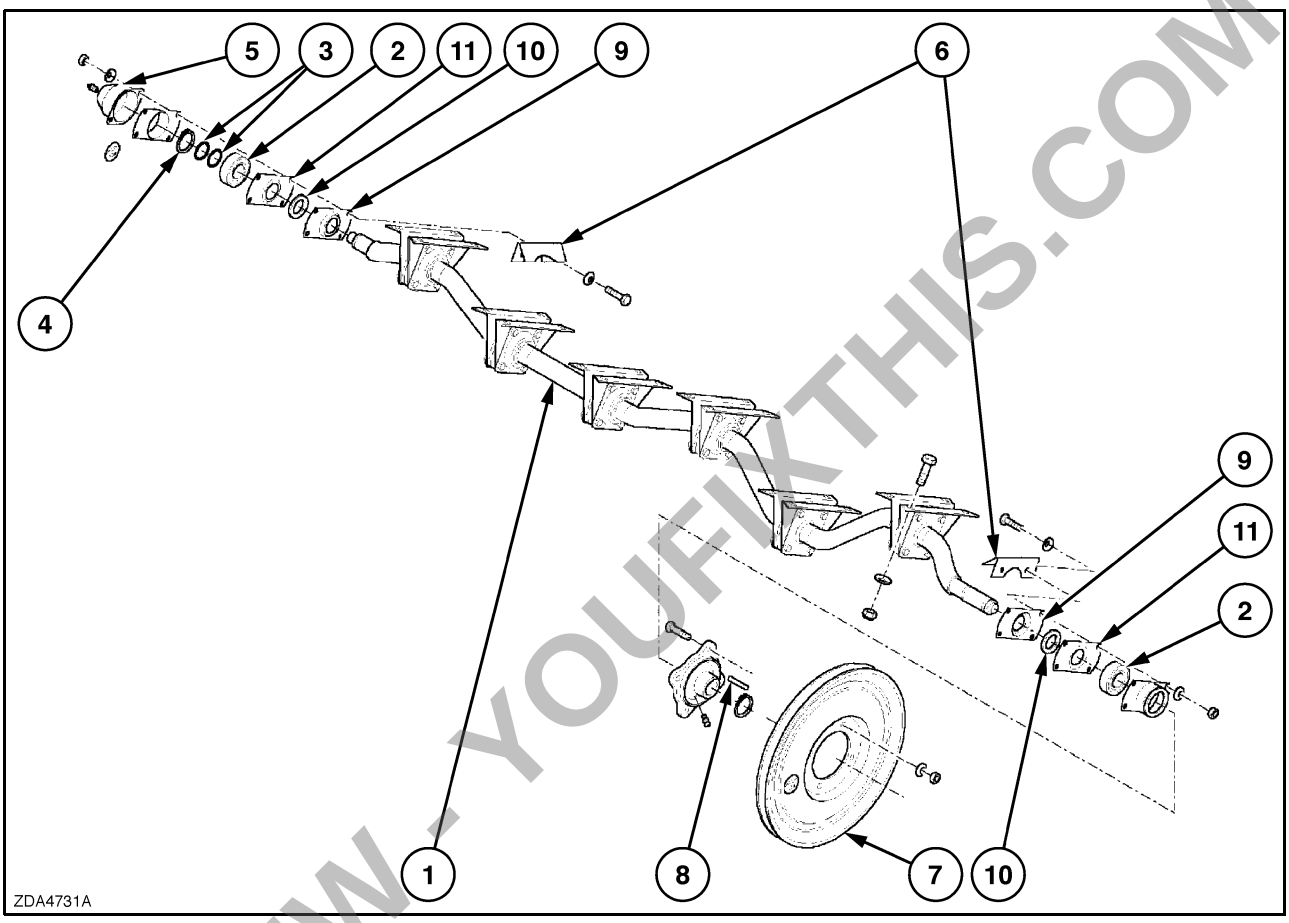
Y= 2-3.5 mm (5/64″ - 1/8″)

Z= 0-1 mm (0 - 1/16″)



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11. Push the shaft from the right-hand side bearing, by moving the shaft to the left.
12. Remove the bearing on the left-hand side using a puller. The shaft can be removed from the inner side of the machine.




26

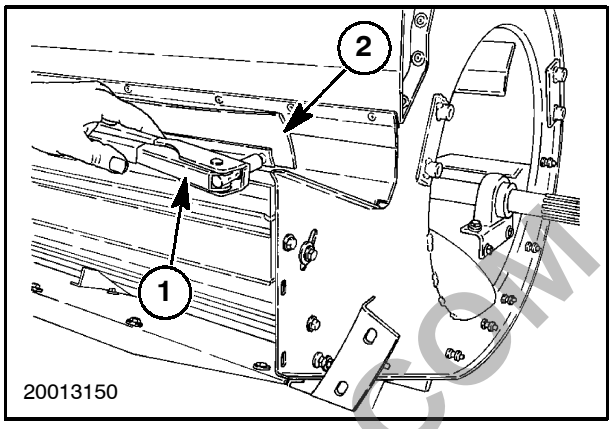
1. Straw walker shaft
2. Bearing
3. Washer
4. Circlip
5. Grease cover
6. Bearing cover
7. V-pulley
8. Key
9. Cover
10. Feltring
11. Cover

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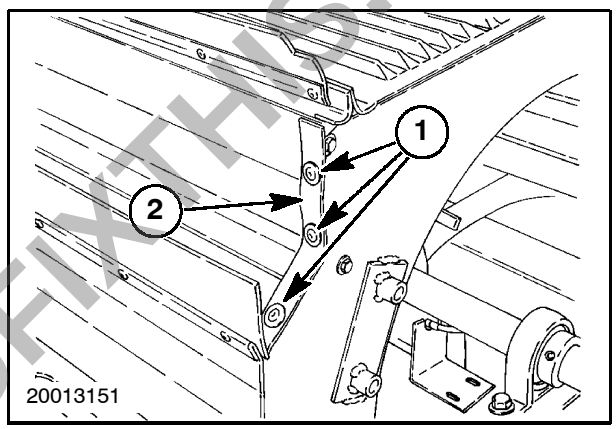
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4. Use a pop-rivet tool, 1, to install new rivets in the mounting holes of the seal, 2, and the housing.
5. Repeat the procedure for the remaining seals being replaced on the fan housing.



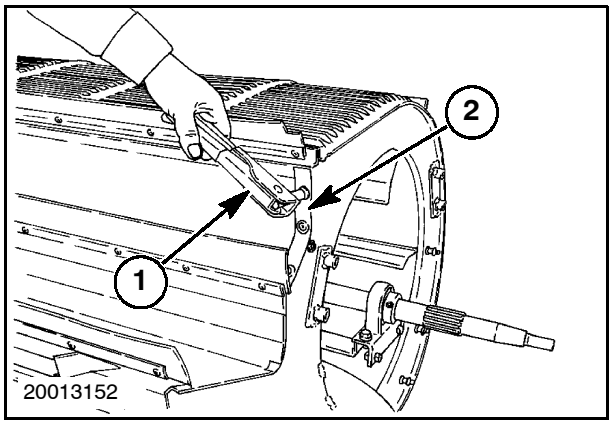

70

6. Use a sharp chisel and a hammer to remove the rivets, 1, on the housing edge seals, 2.
7. Clean the mounting surface on the cleaning fan housing and position a new edge seal, 2, on the housing, aligning the mounting holes.




71

8. Use a pop-rivet tool, 1, to install new rivets in the mounting holes of the seal, 2, and housing.



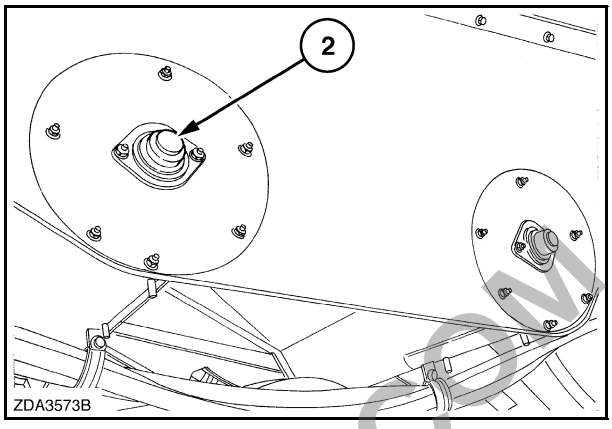

72

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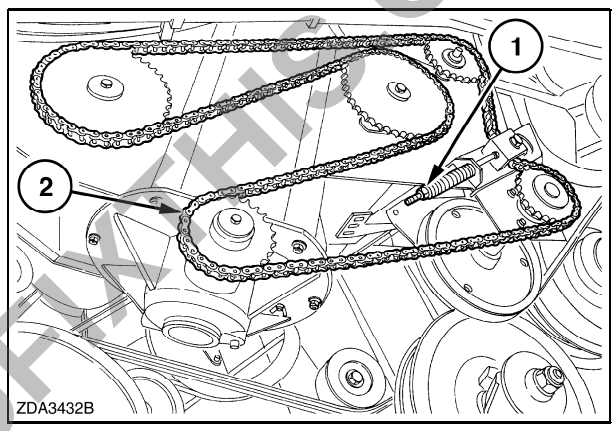
7. Install lock collar 2 and tighten the Allen screw. (right-hand side)




84

8. Install unloading drive chain 2 and adjust with nut 1.

***NOTE:*** *After adjusting, the tensioner must be slide freely.*




85

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