# Link Product / Engine

| Product | Market Product | Engine |
|---|---|---|
| PowerStar™ 65 Without cab | North America | F5DFL463B*G001 |
| PowerStar™ 65 With cab [ELRT4065JJAN00029 - ] | North America | F5DFL463B*G001 |
| PowerStar™ 75 Without cab [ELRT4075LJAN00049 - ] | North America | F5DFL463A*G002 |
| PowerStar™ 75 With cab [ELRT4075KHAN00152 - ] | North America | F5DFL463A*G002 |

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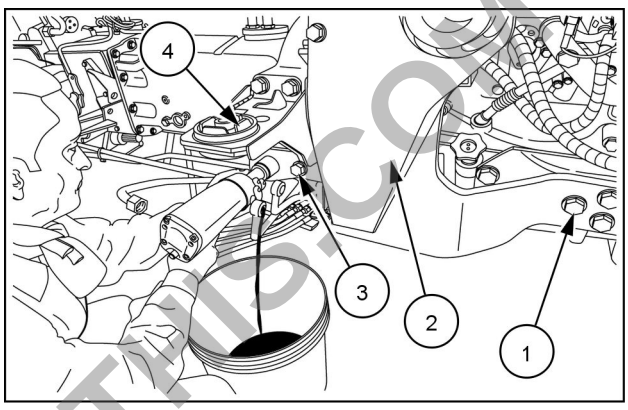
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# Engine - Remove

***NOTE:*** *For models with front-end loaders only, perform the following points before carrying out the instructions below:*

– Remove the cab including the platform (see **Cab - Remove (90.150)**) or just the platform (see **Operator platform less cab - Remove (90.110)**)
– Remove the mid mount valves (see **Mid-mount remote control valve - Remove (35.204)**)

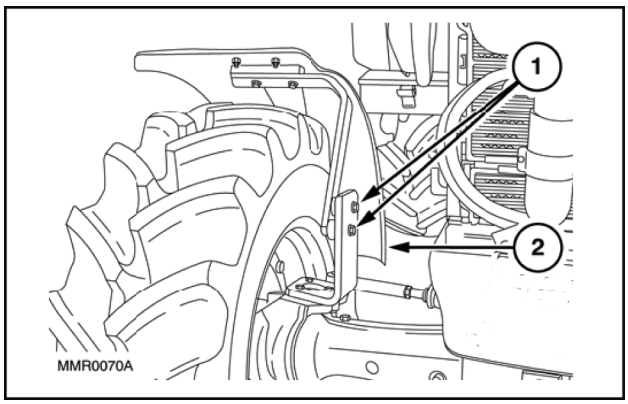
– Loosen the retaining bolts **(1)** and **(3)**. Remove the cab support or platform **(4)**. Remove the front-end loader support **(2)**.




MOIL13TR02963AA 1

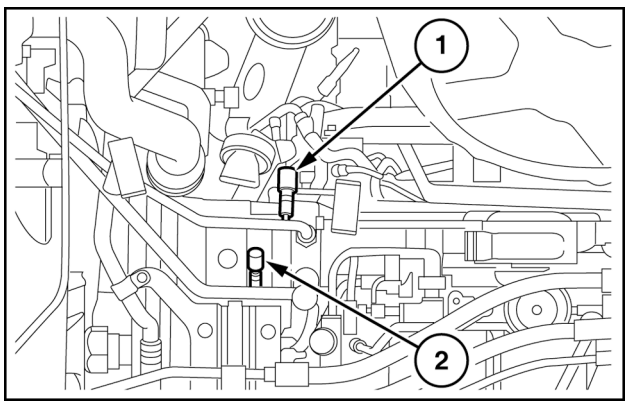
***NOTE:*** *The following operations are valid for all versions.*

1. Remove the hood, as described in **Hood - Remove (90.100)** .
2. Remove the battery, as described in **Battery - Remove (55.302)** .
3. Remove the fuel tank, as described in **Fuel tank - Remove (10.216)** .
4. Loosen the retaining bolts **(1)**. Remove the front wheel fenders **(2)**, if any, from both sides.




WLAPL4S10C104A 2

5. Recover the refrigerant from the system via the fittings **(1)** and **(2)**, using the special tool **380000315**.
Detach the two lines by disconnecting any support straps.



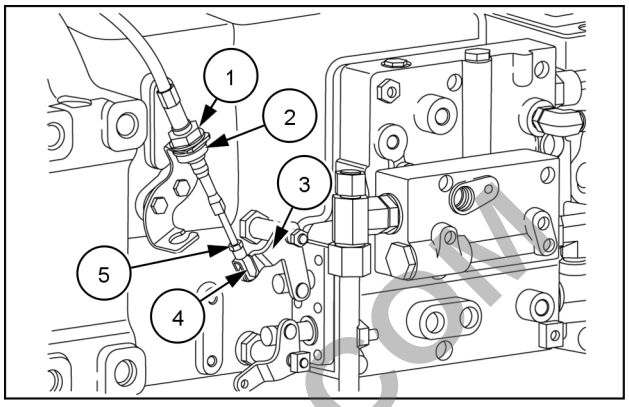

WLAPL4S10C106AA 3



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# Clutch mechanical release control - Adjust - Clutch pedal

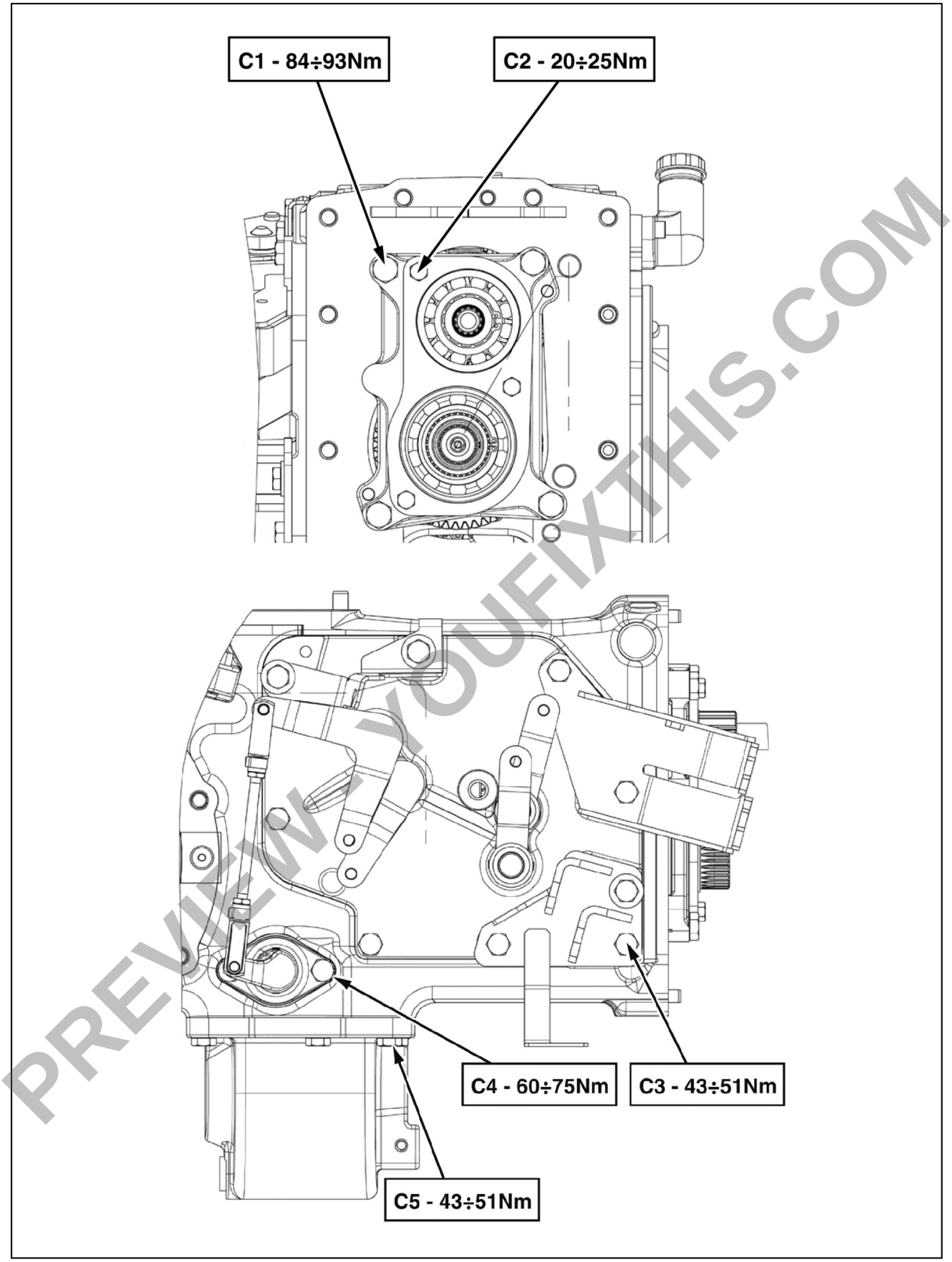
1. Connect the outer cable to the mounting bracket on the left-hand side of the clutch housing.
2. Depress the clutch pedal completely.
3. Loosen the lock nut **(5)** of the clevis **(4)**. Connect the clevis **(4)** to the lever **(3)**.
4. Manually screw the nuts **(2)** and **(1)** against the mounting bracket.
5. Unscrew the nut **(1)** two revolutions.
6. Torque the nut **(2)** against the mounting bracket to **15 N·m** (**11.1 lb ft**).
7. Release the clutch pedal.
8. Carefully tighten the lock nut **(5)** of the clevis **(4)**, taking care to not change the adjustment.




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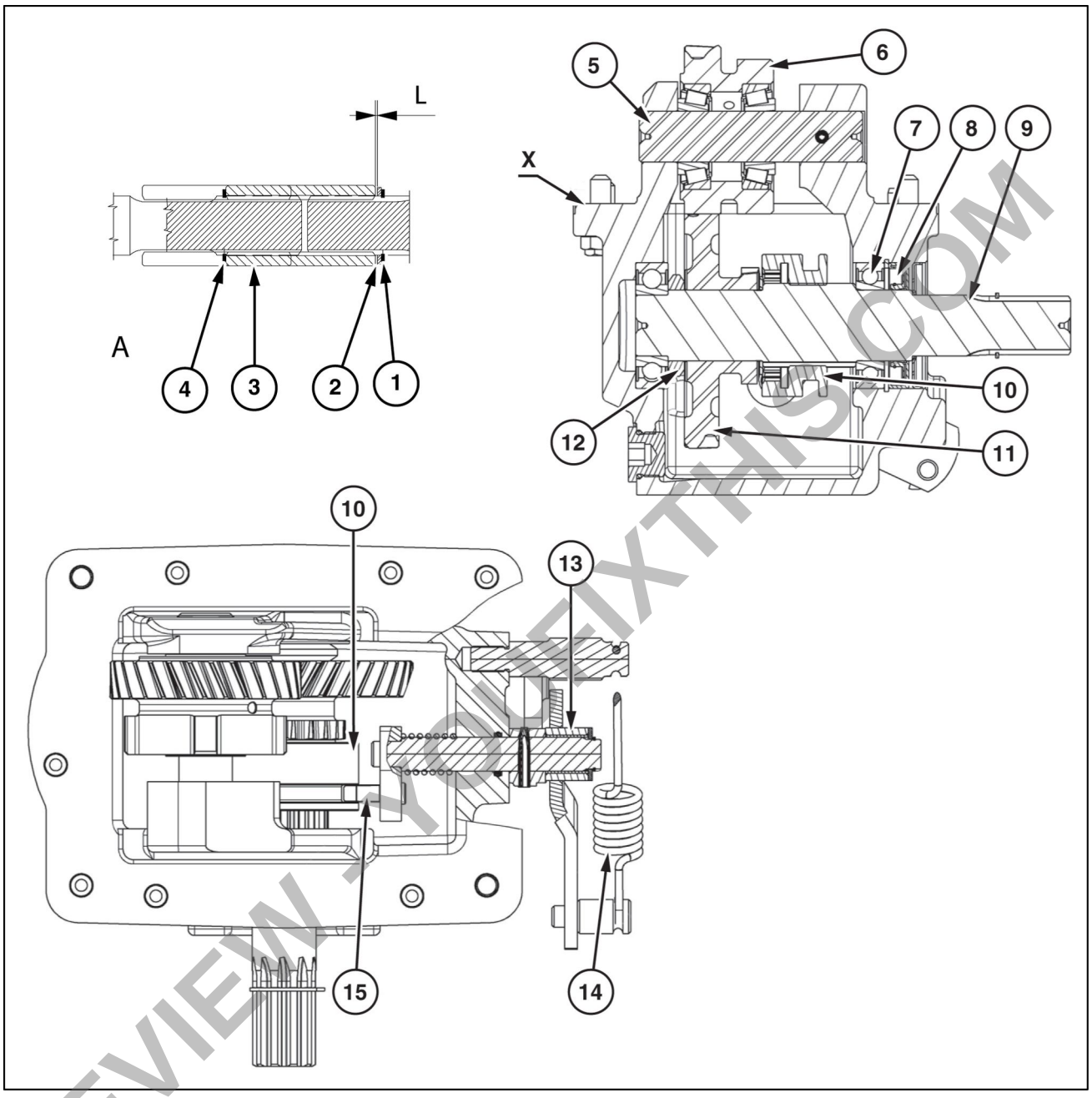



MOLI11U0071HA 1

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# Mechanical control - Sectional view




MOLI11U0131GB 1

**Sections of the mechanically engaged drive and of the front splined sleeve**

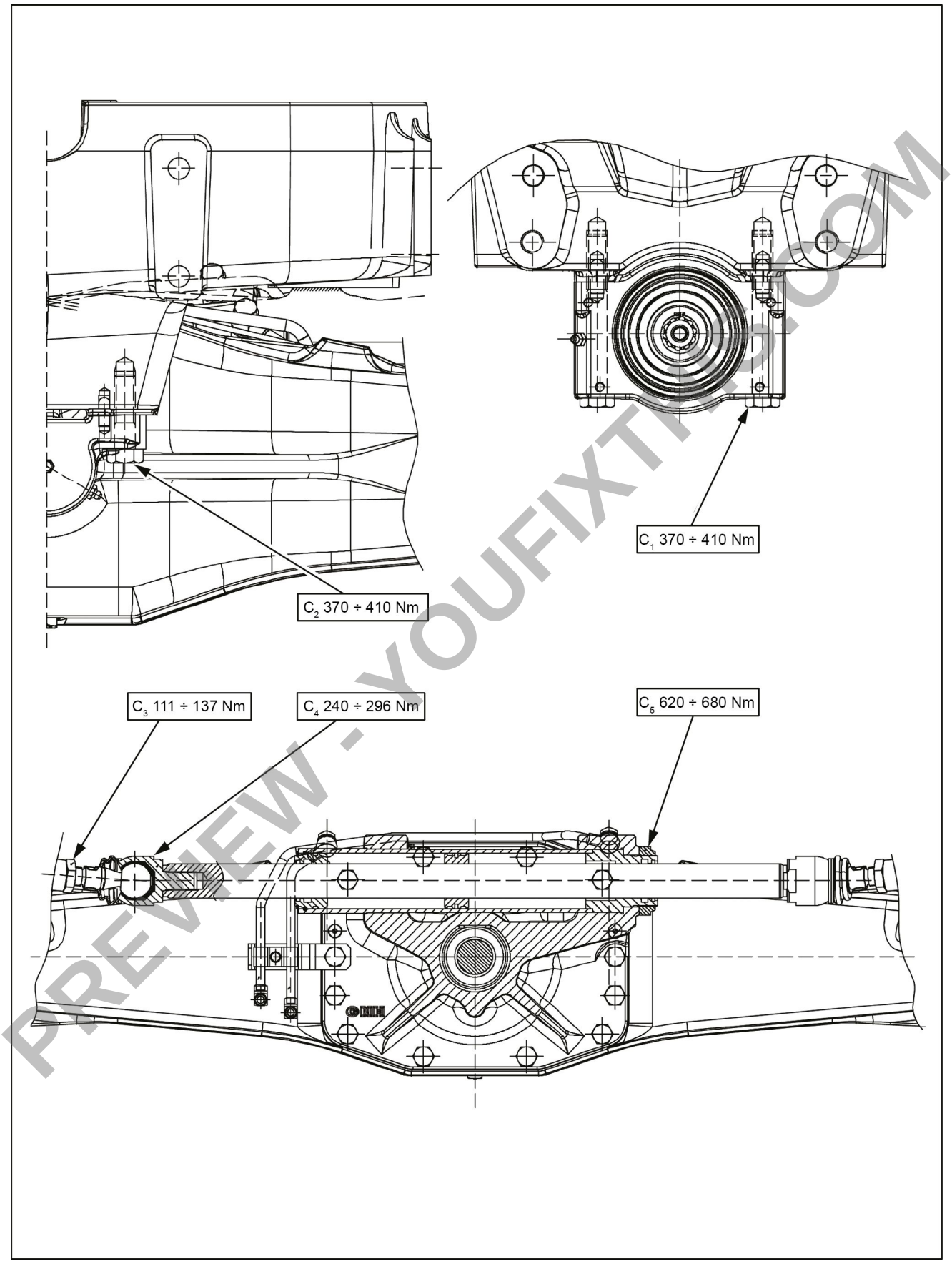
A. Detail of the drive shafts
L. Axial clearance of sleeve **(3)**
1. Ring Snap
2. Shim ring
3. Sleeve
4. Ring Snap
5. Intermediate gear journal
6. Idler gear
7. Bearing
8. Sealing
9. Driven shaft
10. Coupling sleeve
11. Driven gear
12. Spacer
13. External control lever
14. Lever return spring **(13)**
15. Control pad

***NOTE:*** *On installation, apply sealant to the surfaces marked with an "X" (see* ***Final drive housing - Install (27.120)****).*



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# Powered front axle - Torque



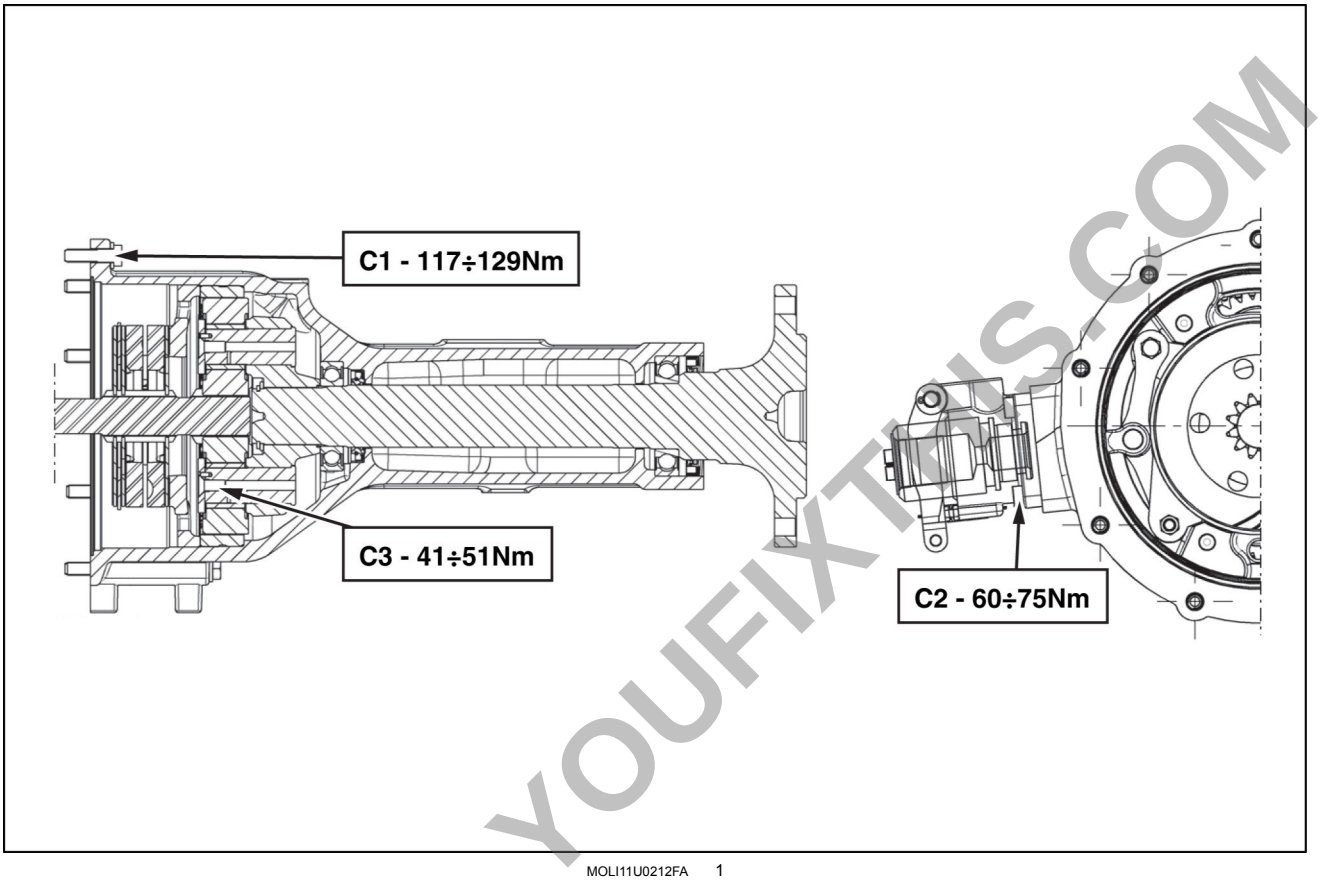

MOIL13TR01872HA 1

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| Parts to be tightened | Thread | Tightening torque |
|---|---|---|
| Crown wheel to differential gearbox retaining bolt **($C_{10}$)** | – | **76 – 84 N·m** (**56.05 – 61.96 lb ft**) |
| Crown wheel and pinion support bearing ring nut retaining bolt **($C_{11}$)** | – | **20 – 25 N·m** (**14.75 – 18.44 lb ft**) |




MOLI11U0212FA 1

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# Rear mechanical control - Overview

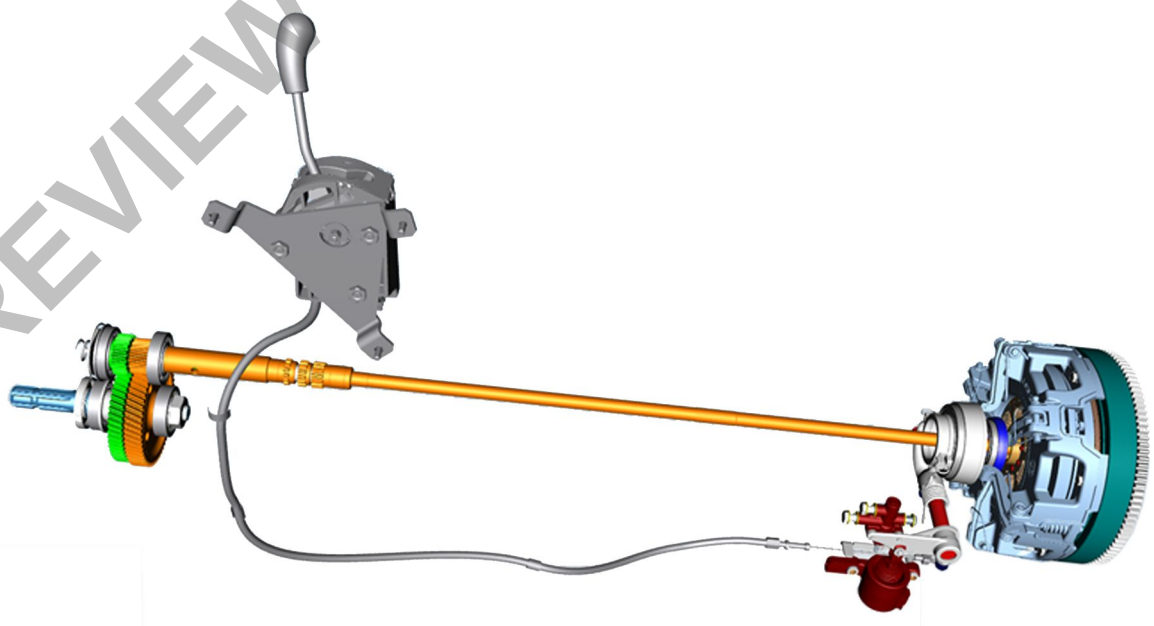
| | |
|---|---|
| PowerStar™ 65 With cab [ELRT4065JJAN00029 - ] | (Transmission = Mechanical) |
| PowerStar™ 65 Without cab | (Transmission = Mechanical) |
| PowerStar™ 75 With cab [ELRT4075KHAN00152 - ] | (Transmission = Mechanical) |
| PowerStar™ 75 Without cab [ELRT4075LJAN00049 - ] | (Transmission = Mechanical) |

## PTO CONTROLS on ROPS MODELS with SYNCHRO SHUTTLE

PTO is engaged with a traditional mechanic clutch. The PTO clutch is in the same box of the transmission clutch. It is a 11” disc clutch with organic plates and it is controlled by an independent lever positioned on the left hand of the operator.
This lever has a retain device to permit the disengage of the PTO for brief moment as in the case of the end land maneuvers.
A light on the instrument cluster indicate PTO is engaged. If the PTO remain engaged after the stop of the engine, the engine cannot restarts.
An on board PTO speeds handle control is located on the LH side to select 540 or 540E and GROUND SPEED when present.
On NAFTA models the 540E PTO over speed is limited by a specific software that limits the engine speed thanks to the electronic engine management.

## PTO CONTROLS on CAB MODELS with SYNCHRO SHUTTLE version

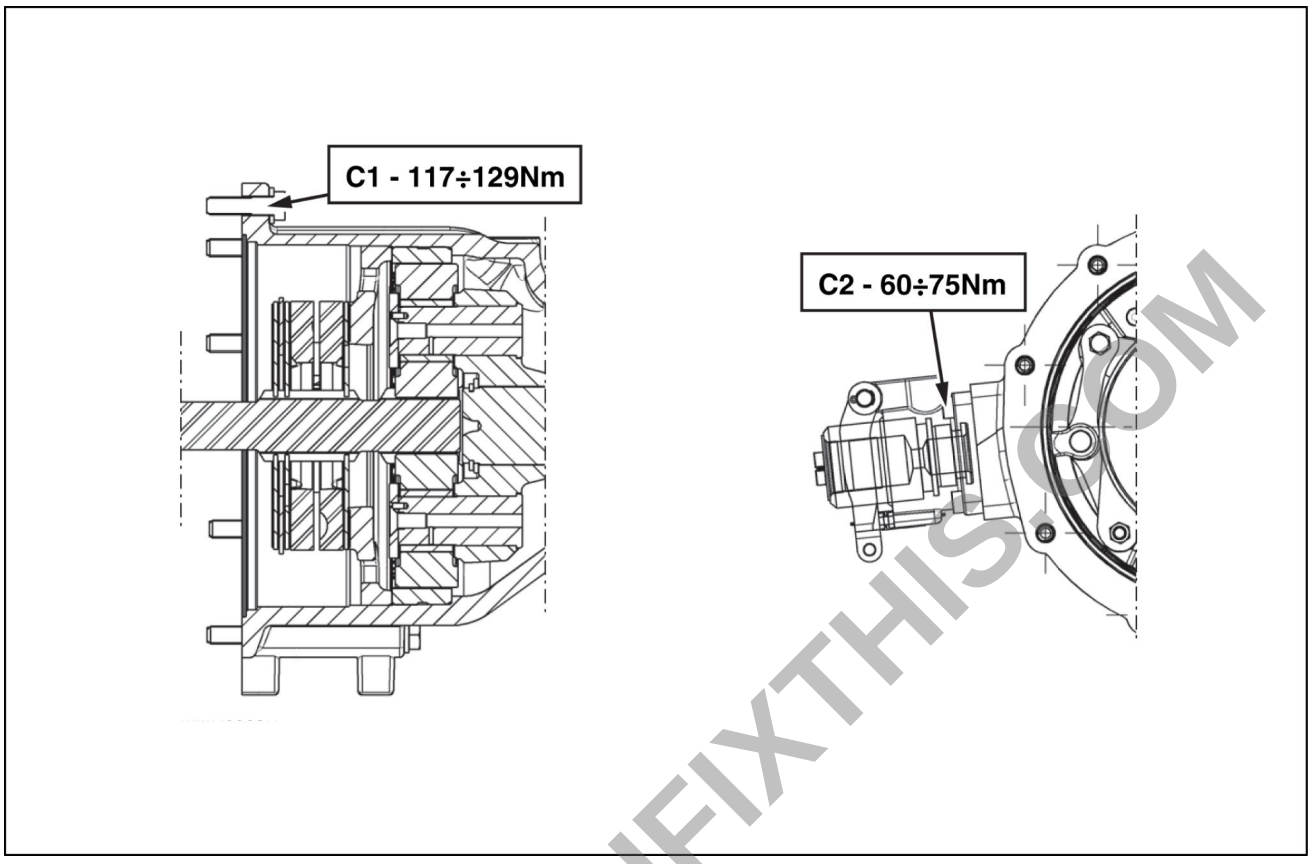
PTO is engaged with a traditional mechanic clutch. The PTO clutch is in the same box of the transmission clutch. It is a 11” disc clutch with organic plates and it is controlled by an independent lever positioned on the left hand of the operator.
This lever is connected to a servo assisted hydraulic device to reduce the operator fatigue.
A light on the instrument cluster indicate PTO is engaged. The PTO is automatically disengaged if the engine is stopped.
An on board PTO speeds handle control is located on the LH side to select 540 or 540E and GROUND SPEED when present.
On NAFTA models the 540E PTO over speed is limited by a specific software that limits the engine speed thanks to the electronic engine management.



MOIL17TR02320TA 1



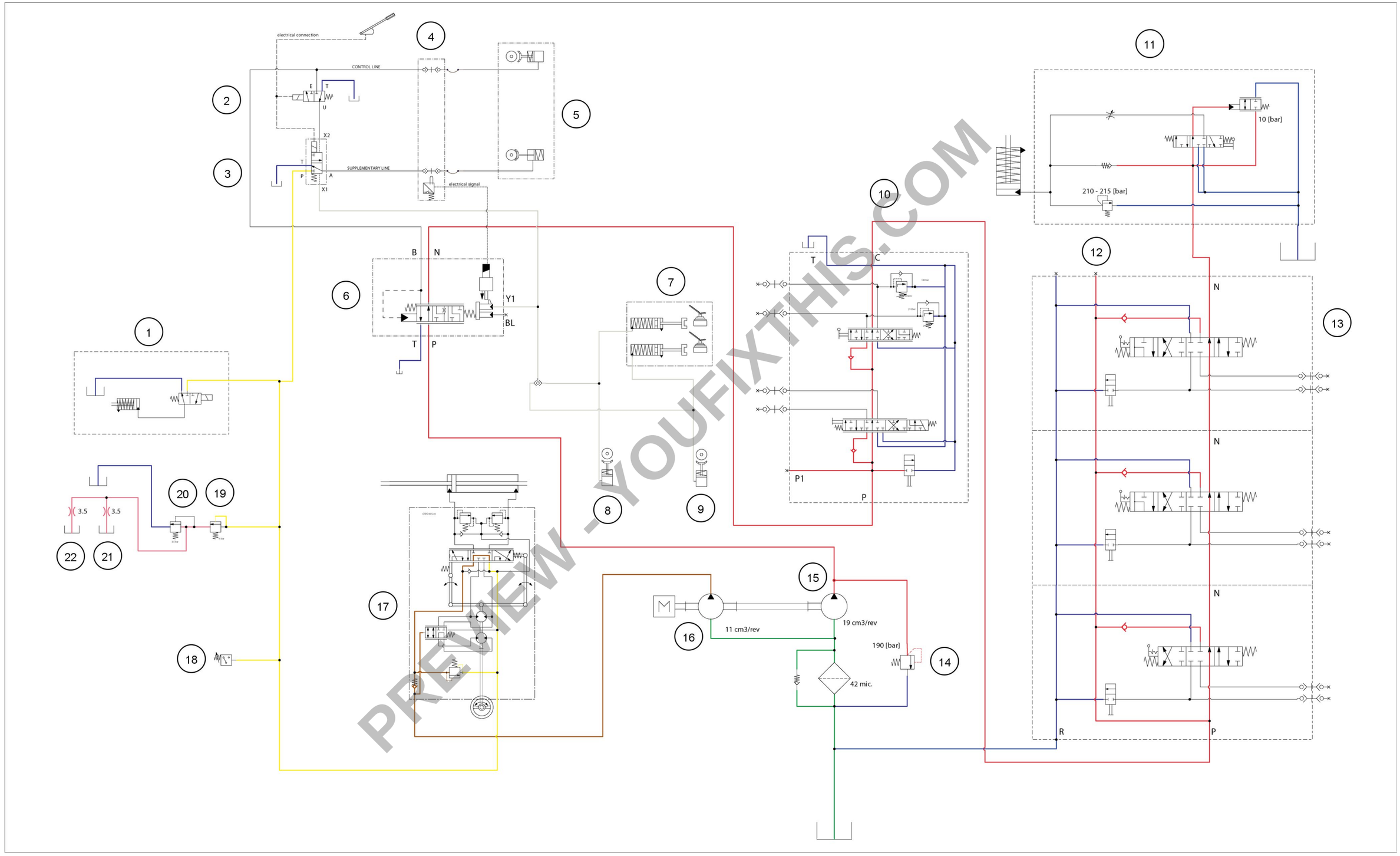
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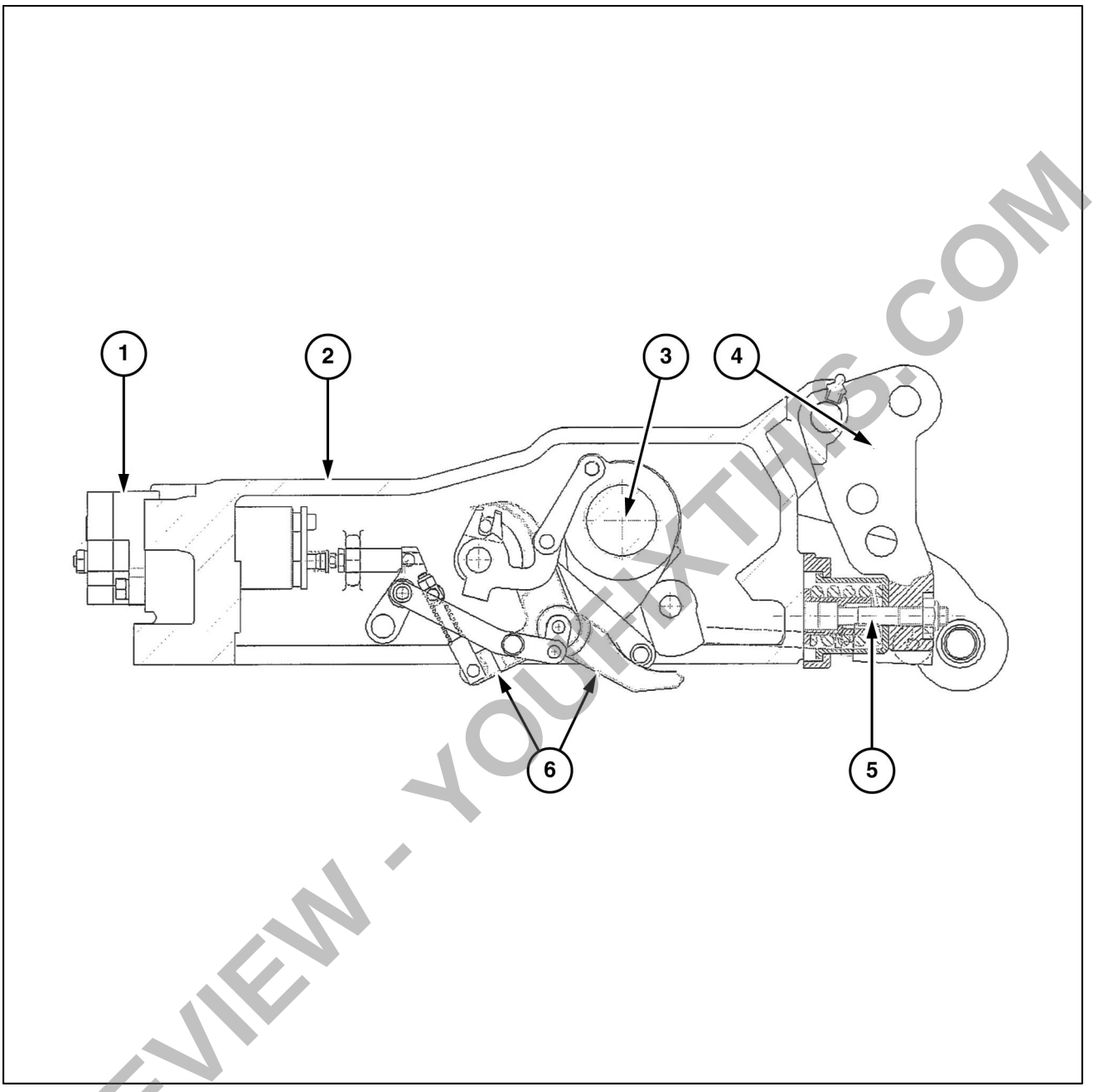

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# Rear three-point hitch - Sectional view




MOLI11U0889GB 1

**Hydraulic lift longitudinal section**

1. Distributor
2. Lift body
3. Lift rocker shaft
4. Top link support (draft sensing unit)
5. Draft sensing rod
6. Internal control linkages (for position/draft control)

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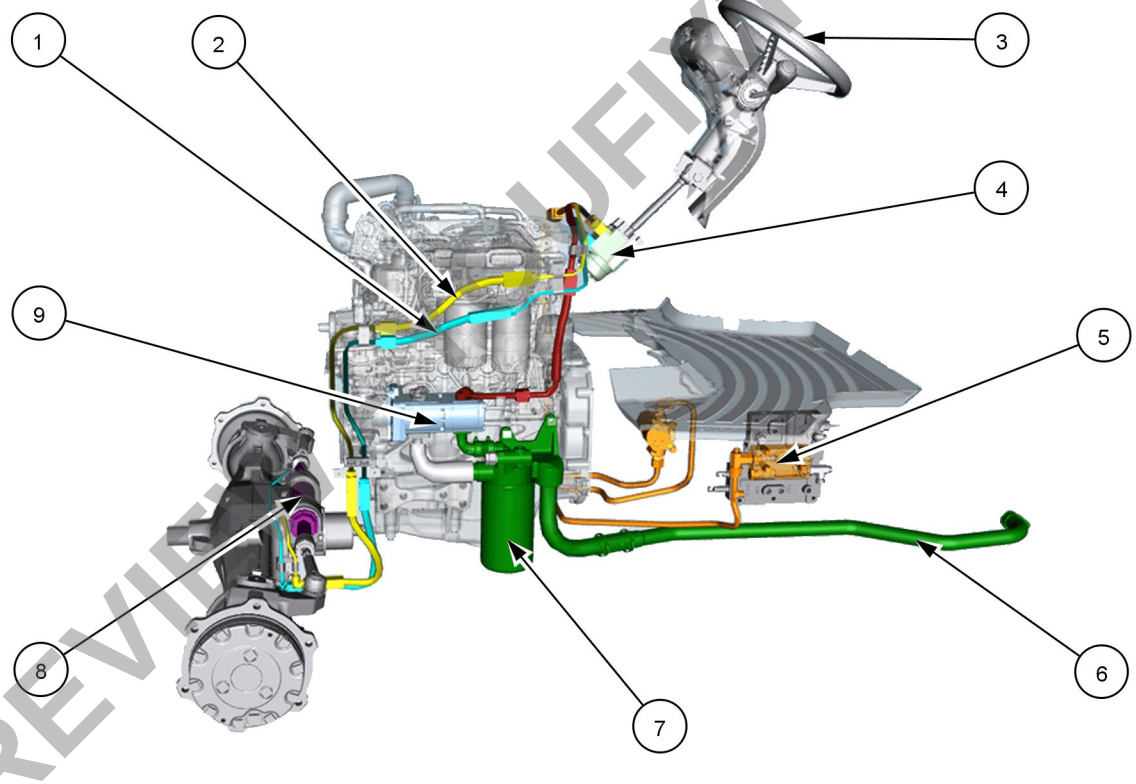
# Steering control - Overview

The steering system includes the following main components:

- A steering wheel
- A steering column allowing to link the steering wheel with the steering motor
- A steering motor (orbitrol) for sending oil flow from the steering pump to one side of the steering cylinder when the operator turns the wheel. The orbitrol is an open center type, that means that when the operator does not turn the steering wheel, all the oil flow from the pump goes through the orbitrol and reaches the transmission circuit ( **18 bar** (**261 psi**) )
- A fix displacement steering pump which sends oil to the orbitrol and then, feeds the low pressure circuit (for transmission and services operations). This pump is driven with the high pressure pump, by the same shaft (tandem pumps).
- A double rod steering cylinder

For dynamic description of the system, refer to **Power steering system - Dynamic description (41.200)**

## Power Shuttle transmission

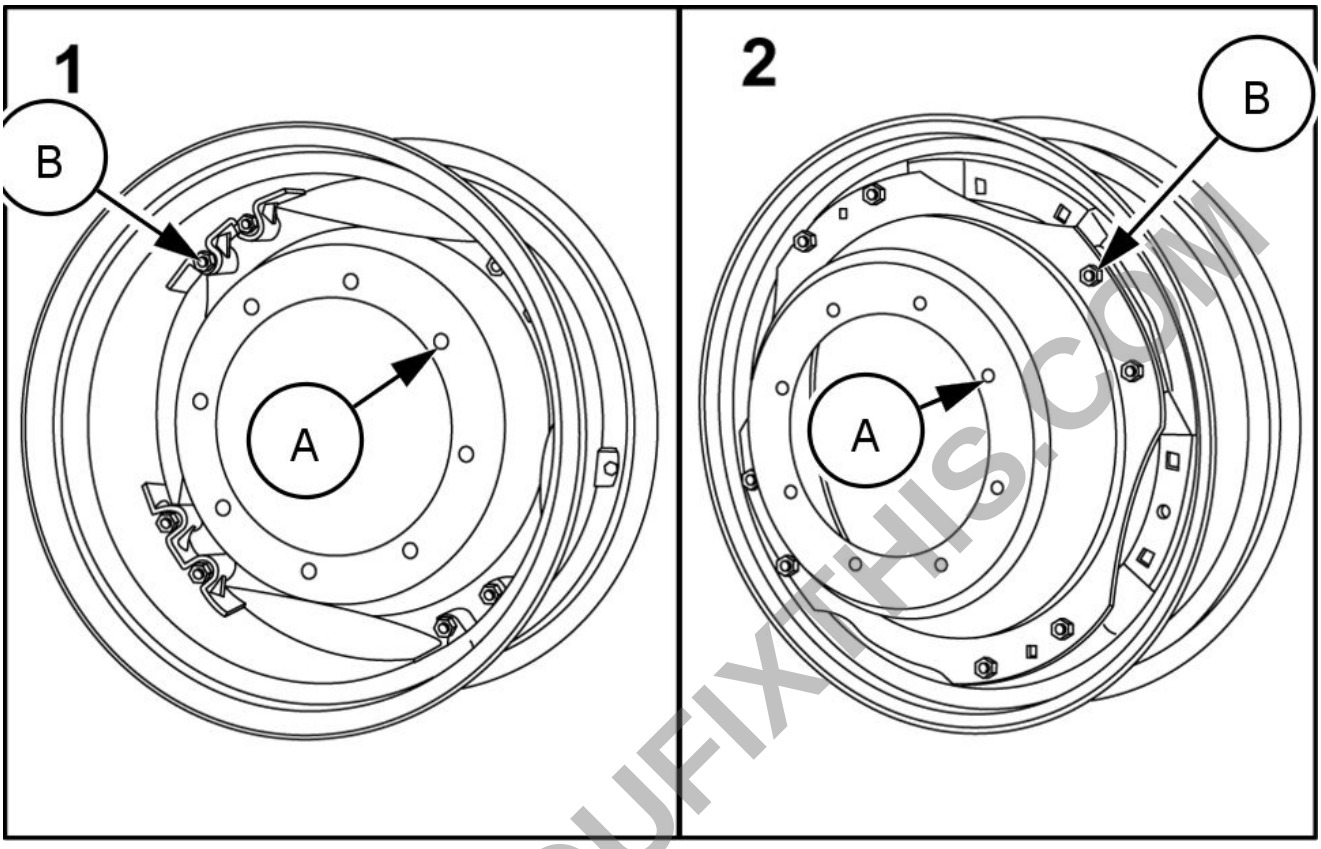



MOIL18TR00065FA 1

| Item | Description | Information |
|---|---|---|
| 1 | Line to the steering cylinder (right side — blue) | |
| 2 | Line to the steering cylinder (left side — yellow) | |
| 3 | Steering wheel | |
| 4 | Steering control valve / Orbitrol / steering motor | **Power steering control valve - Technical Data - Steering motor (41.200)** |
| 5 | Low pressure valve ( **18 bar** (**261 psi**) for Power Shuttle transmission) | **Power shuttle transmission external controls - Exploded view - Power Shuttle transmission control valve (21.134)**<br>**Low pressure valve - Component localization (35.322)** |


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# Front wheels - Torque




MOIL13TR00011AA 1

| | Description | Nut torque – Nm/lb ft |
|---|---|---|
| Front 4WD | Steel disk/hub position **(A)** | **220.0 N·m** (**162.3 lb ft**) |
| Front 4WD | 1. Steel disk/rim position **(B)** | **250.0 – 310.0 N·m** (**184.4 – 228.6 lb ft**) |
| | 2. Steel disk/rim position **(B)** | **280.0 – 340.0 N·m** (**206.5 – 250.8 lb ft**) |

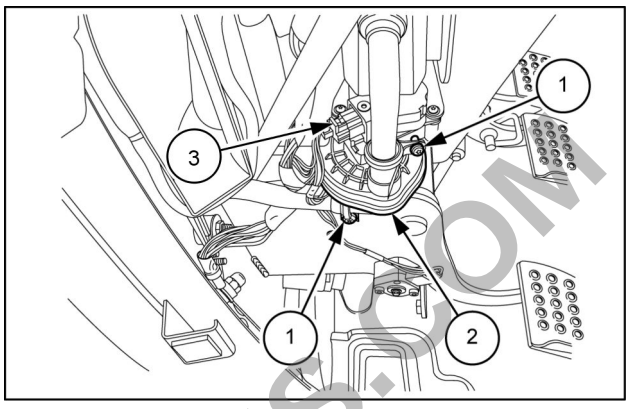
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# Heater control valve - Remove - Heating valve

| | |
|---|---|
| PowerStar™ 65 With cab [ELRT4065JJAN00029 - ] | |
| PowerStar™ 75 With cab [ELRT4075KHAN00152 - ] | |

1. Remove the dashboard cover (not illustrated). Drain the coolant from the system. See **Engine - Remove (10.001)**.
2. Remove the hose clamps **(1)**.
3. Remove the hoses from both sides of the heater valve **(2)**.
4. Disconnect the cable from the valve (not shown). Remove the valve.




MOIL13TR01585AB 1

**Next operation:**
**Heater control valve - Install (50.100)**

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# Harnesses and connectors - Identification for platform models

| | |
|---|---|
| PowerStar™ 65 Without cab | |
| PowerStar™ 75 Without cab [ELRT4075LJAN00049 - ] | |

| CONNECTION | DESCRIPTION |
|---|---|
| X-001A | Main wiring harness - Engine intermediate connection |
| X-001B | Engine intermediate connection - Main wiring harness |
| X-002 | PDU intermediate connection - Main wiring harness |
| X-002A | Main wiring harness - PDU intermediate connection |
| X-003 | Engine fuse 1 |
| X-004 | Engine fuse 2 |
| X-005 | Fuse B+ |
| X-006 | Glow Plug Fuse |
| X-007 | Cab power fuse |
| X-008 | Battery cut-off relay |
| X-009 | Battery cut-off relay |
| X-011 | Starter motor |
| X-012 | Alternator |
| X-013 | Alternator |
| X-014 | Engine main fuse |
| X-015 | Horn |
| X-016 | Horn |
| X-017 | Left-hand corner light |
| X-018 | Right-hand corner light |
| X-019 | Left-hand high beam lights/low beam lights |
| X-020 | Right-hand high beam lights/low beam lights |
| X-021 | Front right-hand, hand rail direction indicator/side lights |
| X-022 | Front right-hand, hand rail direction indicator/side lights |
| X-023 | Left tail lights |
| X-024 | Right-hand tail/stop lights |
| X-025A | Main wiring harness - Hood intermediate connection |
| X-025 | Hood intermediate connection - Main wiring harness |
| X-026 | **8 A** socket |
| X-027 | Cigar lighter connector |
| X-042 | Air-conditioning minimum pressure switch |
| X-049 | Fuse Engine 3 |
| X-056 | Rear work light |
| X-057 | Rear work light |
| X-065 | Work light selector |
| X-065L | Control LED work light selector |
| X-072A | Main wiring harness - **30 A** / **40 A** service socket intermediate connection |
| X-080 | Cigar lighter connector |
| X-088 | Air-conditioning compressor solenoid valve |
| X-090 | Flasher unite |
| X-091 | Road lights control lever |
| X-092 | Hazard warning lights switch |
| X-093 | Left-hand brake pedal switch |
| X-094 | Right-hand brake pedal switch |
| X-098A | Main wiring harness - 7-pin trailer socket intermediate connection |
| X-100 | Starter motor |
| X-110 | Platform fuse and relay compartment |
| X-120 | Platform fuse and relay compartment |
| X-130 | Platform fuse and relay compartment |
| X-188 | Stationary vehicle power take-off operating switch |
| X-196 | Transmission oil pressure switch |
| X-196* | Transmission oil pressure switch |

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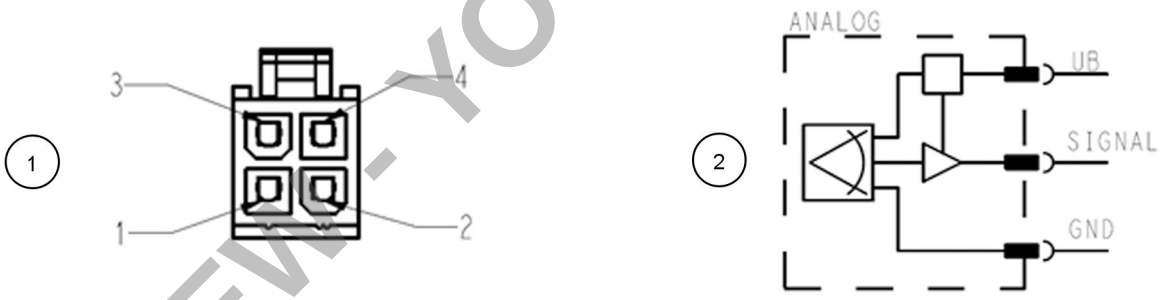
# Throttle control - Technical Data

## Hand throttle control



MOIL17TR02481EA 1

| TECHNICAL SPECIFICATION | |
|---|---|
| ELECTRICAL SPECIFICATION | |
| OPERATING VOLTAGE | 4.5 TO 5.5 VDC |
| CURRENT CONSUMPTION PER SIGNAL | MAX **15 mA** |
| OUTPUT SIGNAL | 0.5 ( **0°** ) TO 4.5 ( **45°** VDC RATIO ANALOG. |
| LOAD RESISTANCE | > **20 kΩ** |
| GENERAL | |
| TEMPERATURE RANGE | **-25 – 75 °C** (**-13 – 167 °F**) |
| PROTECTION CLASS ELECTR. | IP67 DIN EN 60529 |



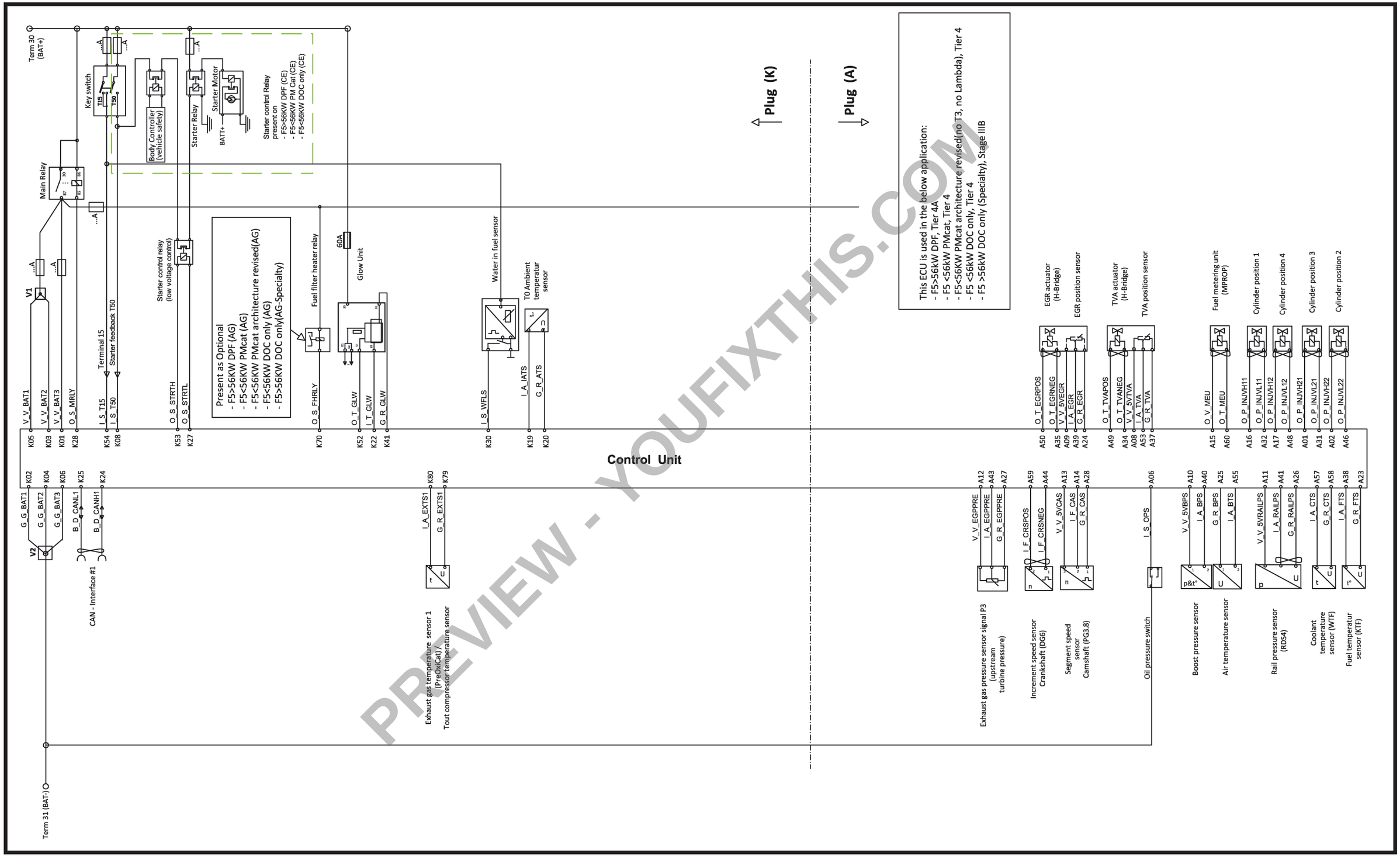

MOIL17TR02482EA 2

| Item | Description |
|---|---|
| 1 | Electrical interface (connector front view) |
| 2 | Electrical schematic |

| | EE COMPONENT SIDE | HARNESS SIDE | |
|---|---|---|---|
| CONNECTOR P/N | 87694704 | 87694694 | WIRE COLOR |
| TERMINAL PLATING | TIN | TIN | |
| CONNECTOR CAVITY 1 | NA | | NA |
| CONNECTOR CAVITY 2 | OUT SIGNAL | | WHITE |
| CONNECTOR CAVITY 3 | GROUND | | BROWN |
| CONNECTOR CAVITY 4 | UB | | RED |

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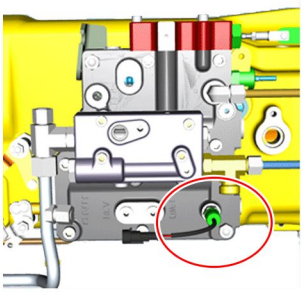


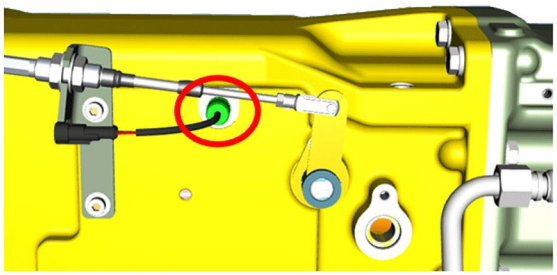

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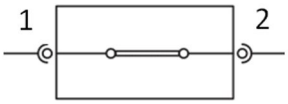
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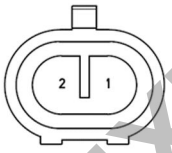
# Transmission control switch - Technical Data

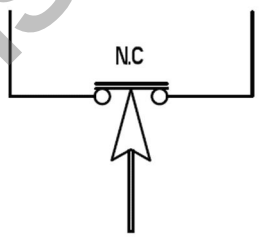









MOIL17TR02636FA 1

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# 3001 (DTC 3AB1) - Foot Throttle Sensor - Signal Not Plausible

***NOTE:*** *When the cause of the error code has been rectified, clear the error code and test the system for normal operation.*

**Cause:**

**Possible failure modes:**

1. Faulty connector
2. Faulty foot throttle
3. Faulty wiring.
4. Faulty controller.

**Solution:**

1. Check the foot throttle pedal potentiometer in **Electronic module Instrument control unit - H9 - Voltmeter diagnostic (55.640)** ch 8.

   A. Operate the foot throttle pedal. If the values displayed do not change continuously between **250 – 4500 mV**, continue to step **2**

   B. If the values displayed are okay, while in **Electronic module Instrument control unit - H9 - Voltmeter diagnostic (55.640)** ch 8, wiggle the harness, the foot throttle connector **X-321** and the controller connectors **X-450** and **X-460** to check for an intermittent circuit. Ch 8 values will change if an intermittent circuit is detected, repair or replace as required.
2. Check the foot throttle connector **X-321** and the controller connectors **X-450** and **X-460**.

   A. Ensure the connectors were connected, not damaged, the pins are in the correct position and that the fit is tight. Repair or replace as required.

   B. If the connectors are okay, continue to step **3**
3. Check for **5 V**.

   Disconnect connector **X-321**.Turn the ignition key switch ON. Measure the voltage between connector: **X-321 (Receptacle) pin 4**, wire MC-2201 (PK) and ground **X-321 (Receptacle) pin 3**, wire MC-5696E (OR) and ground.

   A. If the voltage indicated is not approximately **5 V**, repair or replace the harness as necessary.

   B. If the voltage indicated is approximately **5 V**, continue to step **4**
4. Check for an open circuit ground circuit.

   Turn the ignition key switch OFF. check between connector: **X-321 (Receptacle) pin 7**, wire MC-2305D (BL) and ground; **X-321 (Receptacle) pin 8**, wire MC-2305C (BL) and ground.

   A. If an open circuit is indicated, repair or replace the harness as required

   B. If a open circuit is not indicated, continue to step **5**
5. Check for an open condition.

   Disconnect the controller connectors **X-450** and **X-460**. Check between connectors: **X-321 (Receptacle) pin 2**, wire MC-0194 (YE) and **X-450 (Receptacle) pin 5**, wire MC-0194 (YE); **X-321 (Receptacle) pin 6**, wire MC-0195 (YE) and **X-450 (Receptacle) pin 7**, ,wire MC-0195 (YE).

   A. If an open circuit is indicated, repair or replace the harness as required.

   B. If a open circuit is not indicated, continue to step **6**
6. Check for a short circuit to ground.


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# Front loader arm - Remove - Triangular levers

**⚠ WARNING**

**Avoid injury!**
**Handle all parts carefully. Do not place your hands or fingers between parts. Use Personal Protective Equipment (PPE) as indicated in this manual, including protective goggles, gloves, and safety footwear.**
**Failure to comply could result in death or serious injury.**

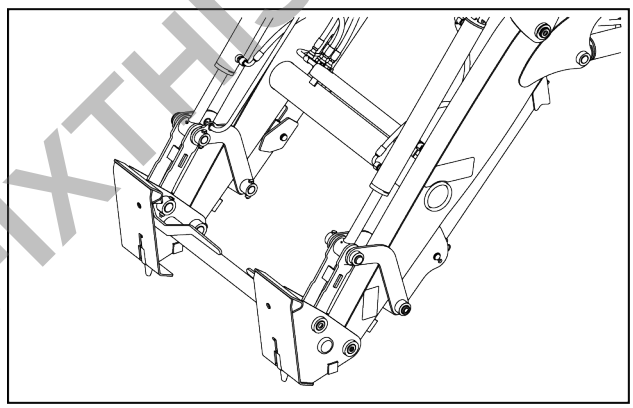
**W0208A**

**⚠ DANGER**

**Heavy objects!**
**Lift and handle all heavy components using lifting equipment with adequate capacity. Always support units or parts with suitable slings or hooks. Make sure the work area is clear of all bystanders.**
**Failure to comply will result in death or serious injury.**

**D0076A**

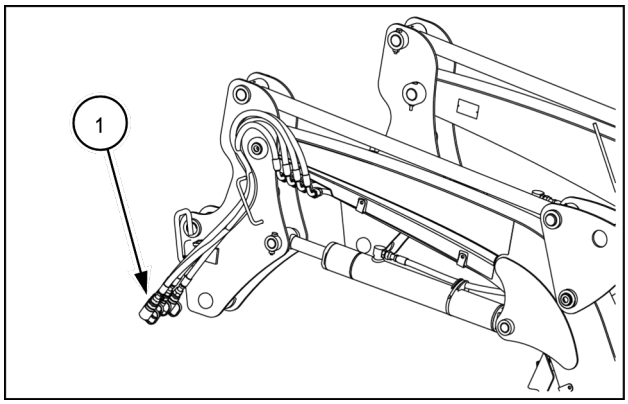
1. Fully lower the arms of the front loader. Ensure that the arms rest firmly on the ground.
2. Turn off the tractor engine. Apply the parking brake.



MOIL14TR00849AA 1

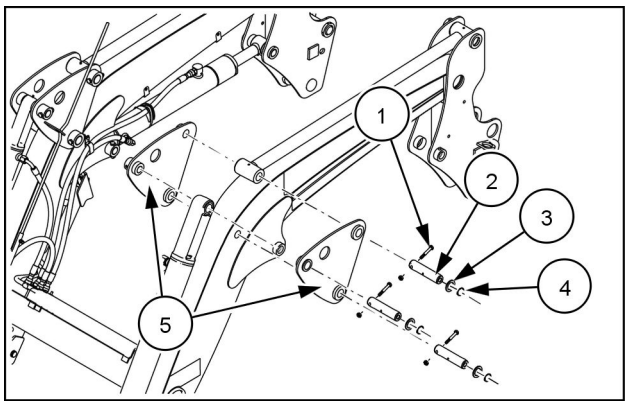
3. Disconnect the quick couplings **(1)** of the hydraulic lines.

***ATTENTION:*** *To prevent contamination of the hydraulic system, adequately protect the quick couplings from dust.*




MOIL14TR00847AA 2

4. Loosen the retaining screws **(1)** of the connecting pins.
5. Remove the circlips **(4)**. Retrieve the spacers **(3)**.
6. Remove the connecting pins **(2)**.
7. Remove the triangular levers **(5)**.




MOIL14TR00852AA 3



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# Cab - Remove

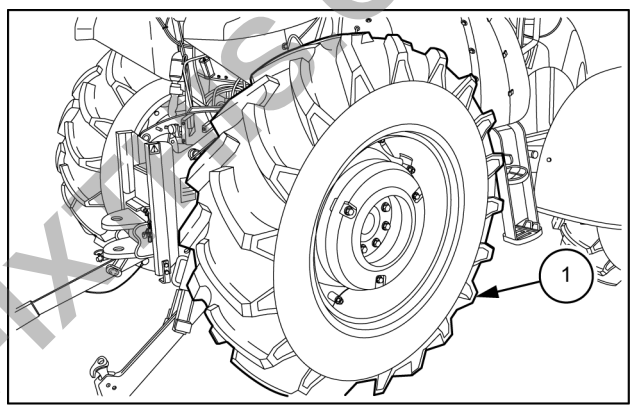
| | |
|---|---|
| PowerStar™ 65 With cab [ELRT4065JJAN00029 - ] | |
| PowerStar™ 75 With cab [ELRT4075KHAN00152 - ] | |

***NOTICE:*** *Lift and handle all heavy parts using suitable lifting equipment.*
*Make sure that assemblies or parts are supported by means of suitable slings and hooks. Ensure that no one is in the vicinity of the load to be lifted.*

***ATTENTION:*** *Handle all parts carefully.*
*Do not place your hands or fingers between one part and another.*
*Always wear the prescribed safety clothing, including protective glasses, gloves and shoes.*

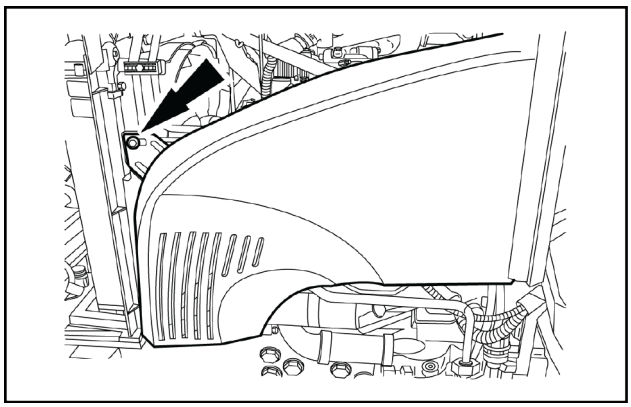
## Removal

1. Disconnect the battery cables.
2. Raise the tractor and position two jack stands under the rear side reduction gears. Loosen the retaining screws and remove the rear wheels **(1)**.
3. Carry out the operation **Hood - Remove (90.100)**



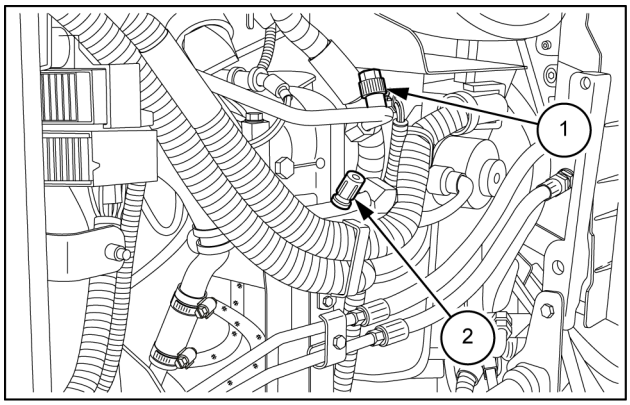

MOIL12TR00532AA 1

4. Remove the side panels (right and left) for the engine cover.



MOLI12U0166AA 2

5. Remove the caps **(1)** and **(2)**. Connect the fittings of the recovery station of the cab air-conditioning system. Drain the refrigerant from the system.




MOIL13TR01691AB 3

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# Hydraulic systems - Static description - Low pressure circuit - Powershuttle transmission

Suction line

Pressure line from the steering pump [ **190 bar** (**2755 psi**) max]

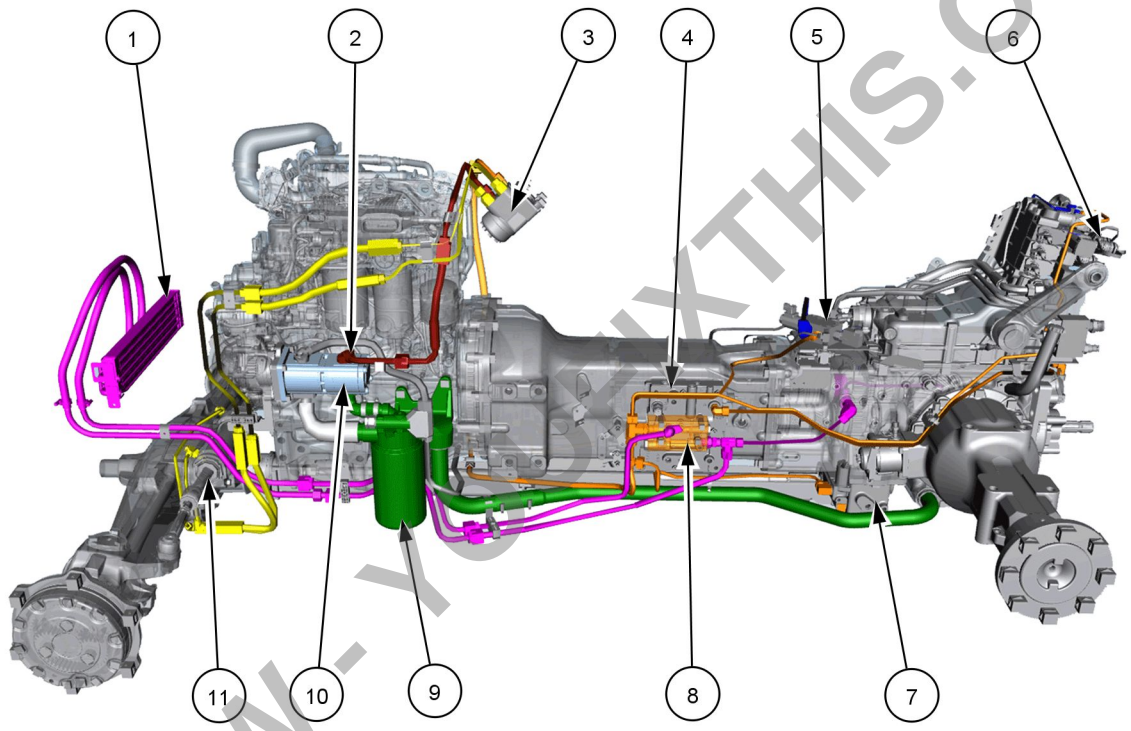
Line to the driving cylinder

Low pressure lines [ **18 bar** (**261 psi**)]

Lubrication line [ **3.5 bar** (**50.8 psi**) max]

Return/discharge line

## Main hydraulic components:

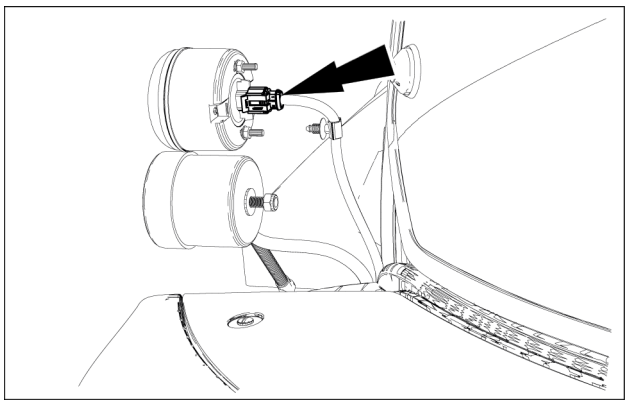



MOIL18TR00377FA 1

| Item | Description | Information |
|---|---|---|
| 1 | Oil cooler | **Transmission cooler - Component identification (21.109)** |
| 2 | Steering pump pressure port | |
| 3 | Steering motor | **Power steering control valve - Component localization (41.200)** and **Power steering control valve - Technical Data - Steering motor (41.200)** |
| 4 | Power Shuttle valve | **Power shuttle transmission external controls - Exploded view - Power Shuttle transmission control valve (21.134)** and **Power shuttle transmission hydraulic components - Static description (21.104)** |
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| 6 | Hydraulic diverter (incompatible with MR dual line trailer brake system) | **Remote control valve - Overview - Diverter (35.204)** and **Remote control valve - Sectional view - Diverter (35.204)** |



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MOIL17TR01687AA 9

| Pin | From | Wire | Description | Color-Size | Frame |
|---|---|---|---|---|---|
| 1 | **X-390B (Plug) pin 1** - MAIN - JAPAN INLINE (87680689) | RE-0553 | Japan reverse light | VT - 1.0 | **SHEET 36 SH38 - ACOUSTIC DEVICE** |
| 2 | RE-SP-2258F*-P-X | RE-2258FC | Japan reverse light GND | BK - 1.0 | **SHEET 19 SH17 - GROUNDING CAB** |

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