SECTION 10 - ENGINE

BOOK 1 - 87054260

Chapter 1 - Engine (Continued)

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- Work out of doors or in a well ventilated area.
- Dust found on the tractor or produced during work on the tractor should be removed by extraction, not by blowing.
- Dust waste should be dampened, placed in a sealed container, and marked to ensure safe disposal.
- If any cutting, drilling, etc. is attempted on materials containing asbestos, the item should be dampened and only hand tools or low speed power tools used.

OPERATING THE TRACTOR

1. Before starting the tractor, apply the parking brake, place the PTO lever in the “OFF” position, the lift control lever in the down position, the remote control valve levers in the neutral position, and the transmission in neutral.
2. Always sit in the tractor seat when starting the engine or operating controls. Do not start the engine or operate controls while standing beside the tractor.
3. Do not bypass the neutral start switches. Consult your New Holland Dealer if your neutral start controls malfunction. Use jumper cables only in the recommended manner. Improper use can result in tractor runaway.
4. Avoid accidental contact with the gear shift lever while the engine is running, as this can cause unexpected tractor movement.
5. Before getting off the tractor, disengage the PTO, turn the engine off, and apply the parking brake. Never get off the tractor while it is in motion.
6. Do not park the tractor on a steep incline.
7. Do not operate the tractor engine in an enclosed building without adequate ventilation. Exhaust fumes can cause death or illness.
8. If the power steering or engine ceases operating, stop the tractor immediately.
9. Pull only from the drawbar or the lower link drawbar in the down position. Use only a drawbar pin that locks in place. Pulling from the tractor rear axle or any point above the axle may cause the tractor to upset.
10. 1If the front end of the tractor tends to rise when heavy implements are attached to the three-point hitch, install front end or front wheel weights. Do not operate the tractor with a light front end.
11. Always set the hydraulic selector lever in position control when attaching or transporting equipment. Ensure hydraulic couplers are properly mounted and will disconnect safely in case of accidental detachment of implement.
12. Do not leave equipment in the raised position.
13. Use the flasher/turn signal lights and SMV signs when traveling on public roads both day and night (unless prohibited by law).
14. When operating at night, adjust lights to prevent blinding oncoming drivers.

DRIVING THE TRACTOR

1. Watch where you are going, especially at row ends, on roads, around trees and low hanging obstacles.
2. To avoid upsets, drive the tractor with care and at a safe speed. Use extra caution when operating over rough ground, when crossing ditches or slopes, and when turning corners.
3. To provide two-wheel braking, lock tractor brake pedals together when transporting on roads.
4. Do not coast or free wheel down hills. Use the same gear when going downhill as is used when going uphill.
5. Any towed vehicle with a total weight exceeding that of the towing tractor should be equipped with brakes for safe operation.
6. If the tractor becomes stuck or the tires become frozen to the ground, back up the tractor to prevent upset.
7. Always check overhead clearance, especially when transporting the tractor.
8. When operating at night, adjust lights to prevent blinding oncoming drivers.

OPERATING THE PTO

1. When operating PTO driven equipment, shut off the engine and wait until the PTO stops before getting off the tractor and disconnecting the equipment.
2. Do not wear loose clothing when operating the power take-off or when near rotating equipment.
3. When operating stationary PTO driven equipment, always place all gear shift levers in neutral position.

   Apply the tractor parking brake, and block the rear wheels front and back.

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TROUBLESHOOTING

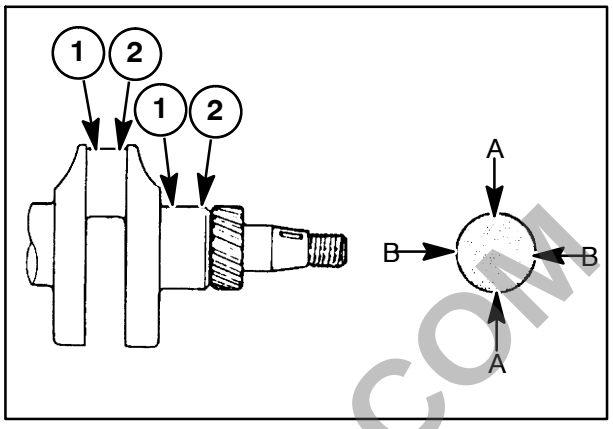
PROBLEM	POSSIBLE CAUSE	CORRECTION
Engine does not develop full power	Clogged air cleaner	Inspect and replace air cleaner if necessary
	Fuel line obstructed	Check for crimped fuel line. Inspect fuel filter for cleanliness
	Improper injection timing	Repair/ replace components as required
	Improper nozzle injection pressure and angle	Check injection timing Inspect for proper injection pressure an angle
	Low cylinder compression	Check engine compression
	Insufficient fuel injection	Repair at authorized shop
	Improper valve lash adjustment	Adjust valves to correct tolerances
	Burned, worn or sticking valves	Inspect and replace as necessary
	Blown head gasket	Replace head gasket
	Worn or sticking piston rings	Overhaul as necessary
	Faulty engine stop solenoid	Replace stop solenoid
Low oil pressure	Engine oil level low	Fill to proper level
	Wrong grade of oil	Replace with correct grade oil
	Clogged oil pump filter	Change oil and filter
	Faulty oil pressure relief valve	Replace relief valve
	Worn oil pump drive shaft gears, or broken oil pipe	Inspect oil system and components. Replace defective components
	Excessive main or connecting rod bearing clearances	Replace bearings or shaft if necessary
	Oil pump axial clearance not properly set	Check pump clearance and shim as needed to proper tolerance
Engine will not stop	Faulty engine stop solenoid	Replace the stop solenoid
	Faulty starter switch	Replace starter switch
Low cylinder compression	Burned, worn or sticking valves	Replace valves
	Bent valve stem	Replace valves
	Broken or weak valve spring	Replace valve spring
	Blown cylinder head gasket	Replace head gasket
	Worn or sticking piston rings	Replace piston rings
	Scored piston	Replace piston
Poor engine idling	Improper injection timing	Correct the injection timing
	Air in injection pump	Purge air from the system
	Improper governor adjustment	Adjust the governor

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CRANKSHAFT

1. Inspect the crankshaft gear teeth for wear or damage and replace if necessary.

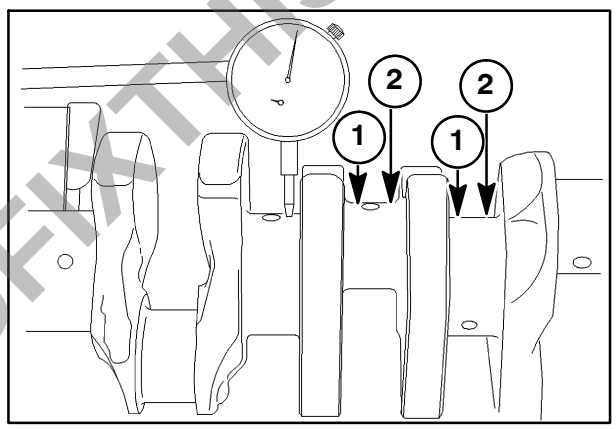


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A. Taper Readings: 1 vs. 2
B. Out-of-Round Readings: A vs. B

2. Using a dial indicator, measure the crankshaft journals for size, runout, and tapper.
3. The amount of tapper in a journal is the difference in the measurements taken at points 1 and 2 on a journal.
4. The amount of out-of-round in a journal is the difference in the measurements taken at 90° points on the journal.

NOTE: *The smallest reading taken at any one of the readings indicates the size of the journal. See "Specifications" for wear limits and repair recommendations.*



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NOTE: *Undersize bearings are available in 0.25 - 0.50 mm (0.010 - 0.020") for both main and crankpin journals. See "Specifications" for wear limits and bearing usage.*

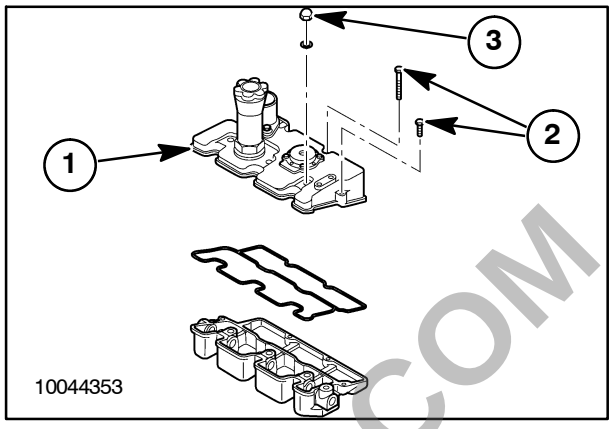
5. Mount the crankshaft in a set of V-blocks and measure the amount of runout using a dial indicator.
6. Straighten or replace crankshafts that exceed runout specifications. See "Specifications," discussed later in this section.

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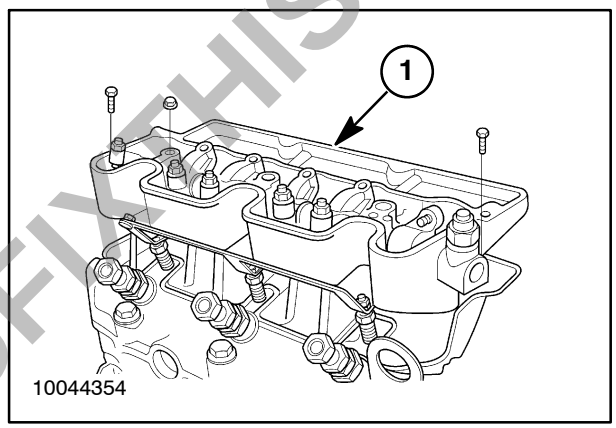
Spill-Timing Procedure

1. Remove the valve cover, 1, from the top of the engine, by loosening bolts, 2, and cap nuts, 3.
2. Find top dead center of the No. 1 cylinder (No. 1 cylinder is the closest to the engine fan). No. 1 cylinder must be on the compression stroke. (Intake and exhaust rocker arms will be loose.)



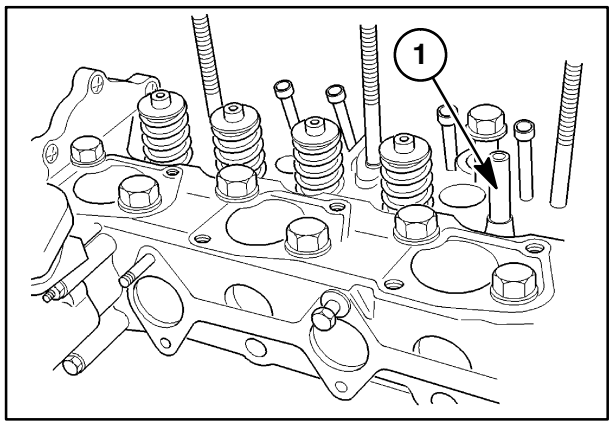
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3. Remove the rocker arm housing and rocker arm assembly, 1, from the engine.



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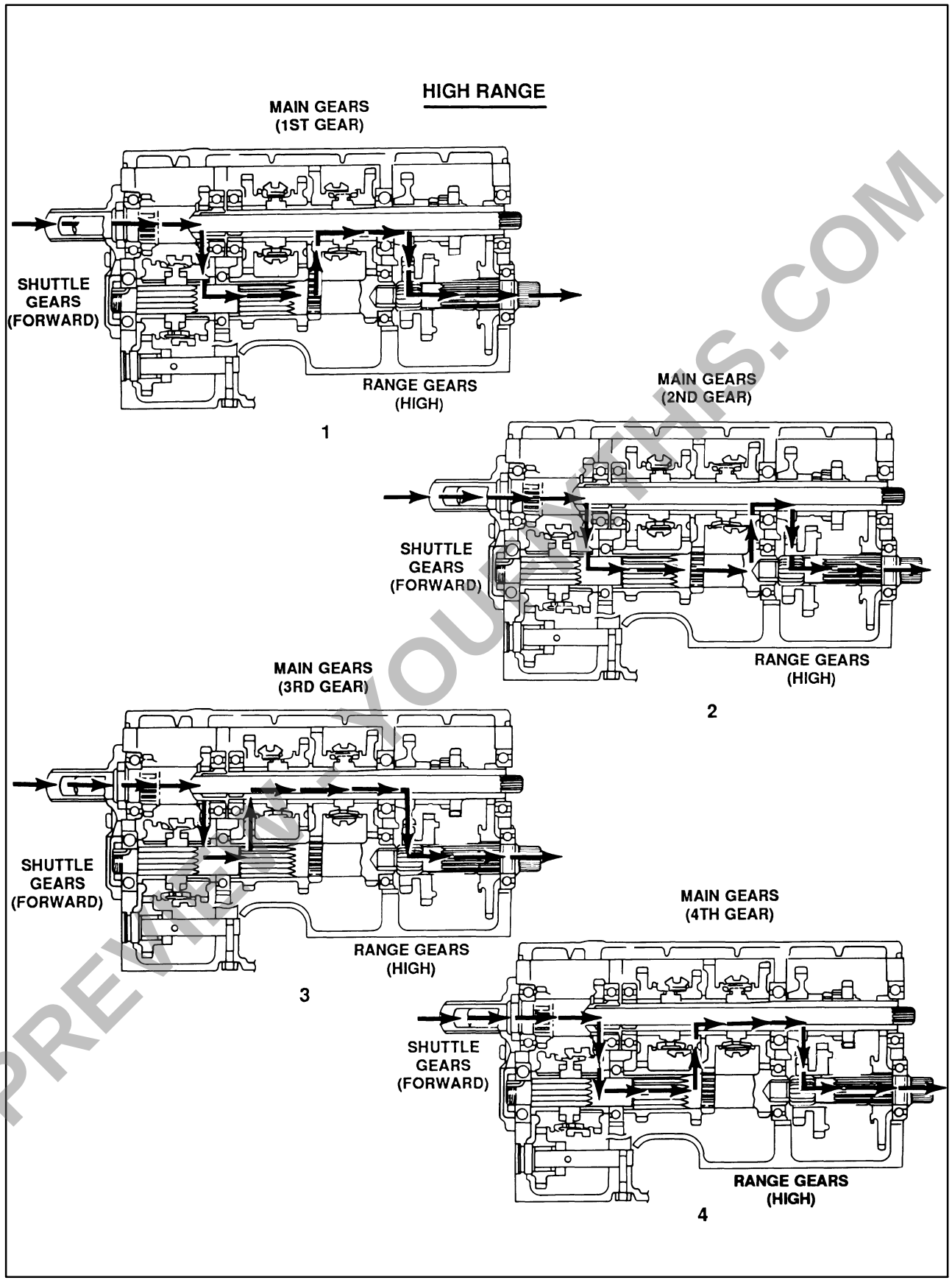
4. Remove the keepers and spring from No. 1 cylinder intake valve, 1.



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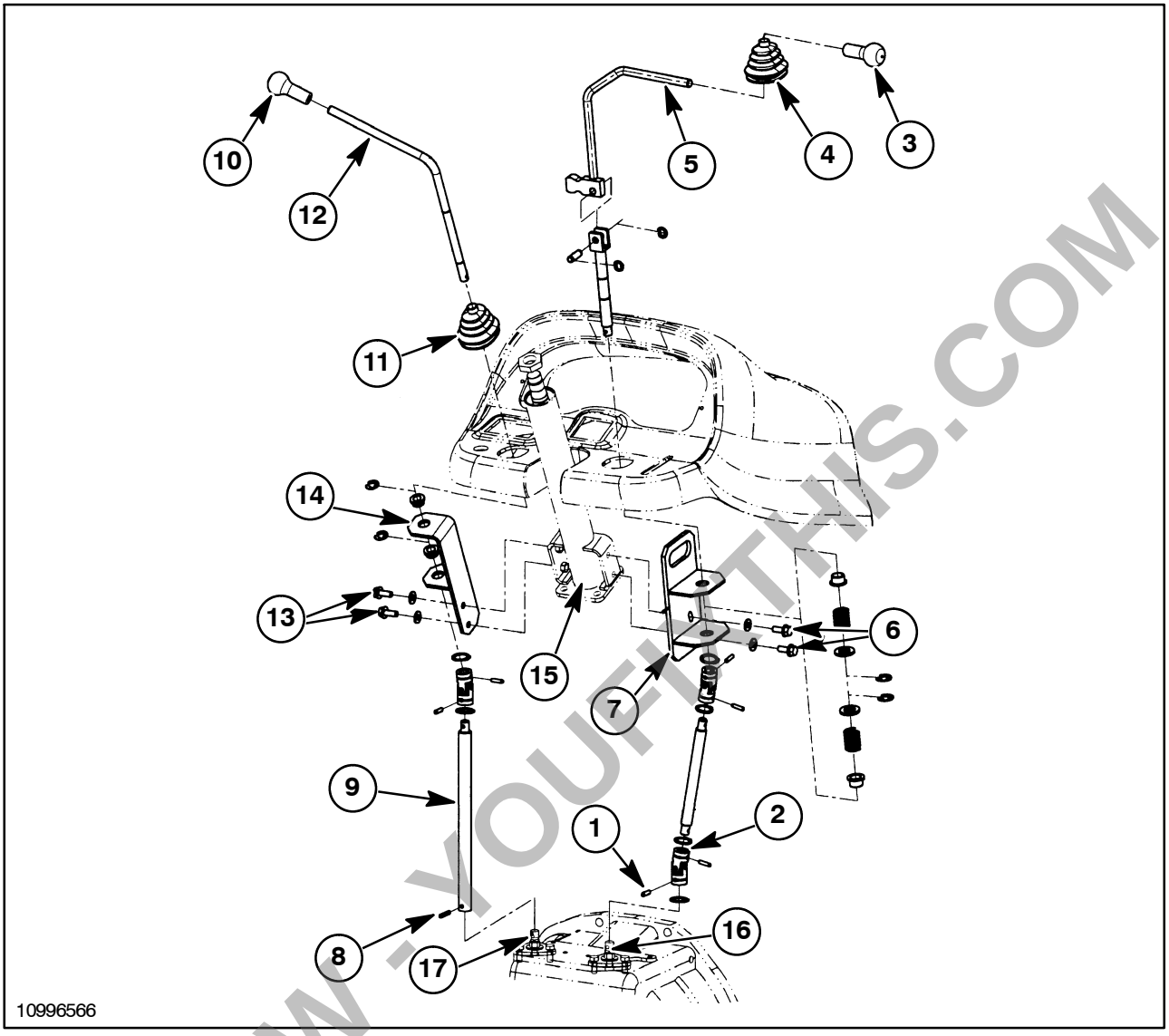
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MAIN SHIFT CONTROL LEVER

Removal

1. Remove the rear hood shields to gain access to the shift levers.
2. Remove the roll pin, 1, from the U joint, 2.
3. Remove the lever grip, 3, and the shift boot, 4, from the shift lever, 5.
4. Loosen and remove the two retaining bolts, 6, from the main shift control bracket, 7.
5. Remove the main shift control lever assembly from the clutch housing and the dash.
6. Use conventional repair procedures to overhaul the shift control lever assembly.

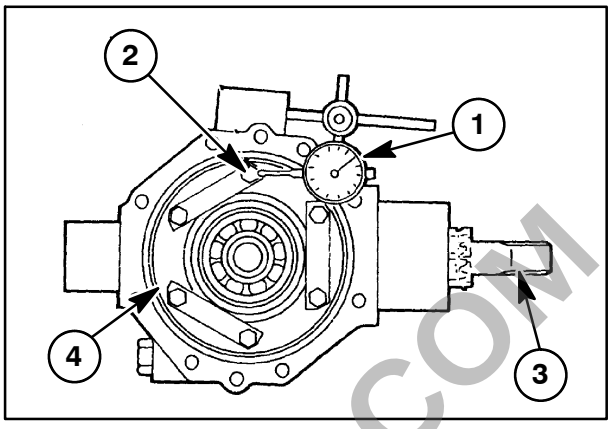
Installation

1. Install the main shift control lever assembly through the dash and onto the clutch housing.
2. Install the two retaining bolts, 6, through the main shift control bracket, 7, into the steering column, 15. Tighten the retaining bolts, 6.
3. Install the shift boot, 4, and the lever grip, 3, onto the shift lever, 5.
4. Install a roll pin, 1, through the U joint, 2, and the main shift shaft, 16.
5. Install the rear side hoods.

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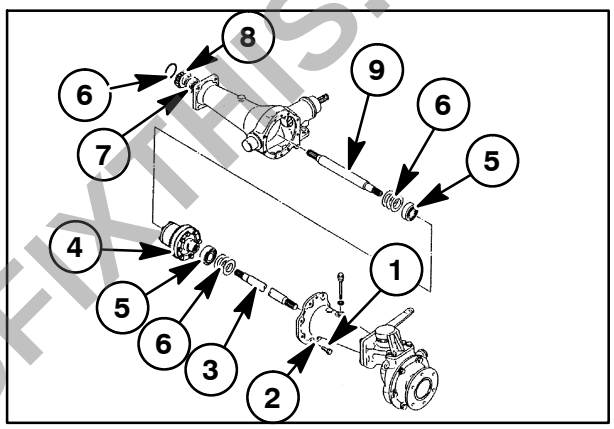
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3. Place a dial indicator, 1, on the axle housing so that it rests upon a casing bolt, 2. Rock the ring gear, 4, back and forth by turning the pinion shaft, 3, to obtain the ring gear free-play clearance on the dial indicator.



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4. If the reading is not within the range of 0.10 - 0.15 mm (0.004 -0.006″), adjust the shims, 6, between the left and right axles to obtain the correct free-play clearance.

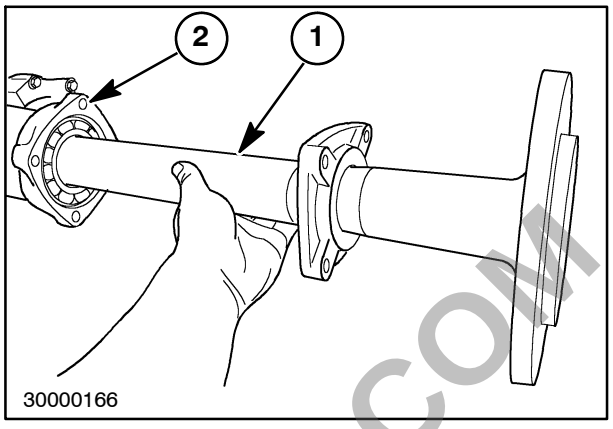


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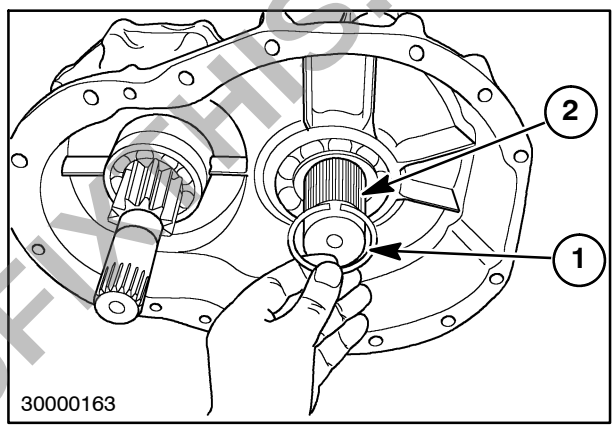
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6. Install the axle shaft, 1, into the axle case, 2.



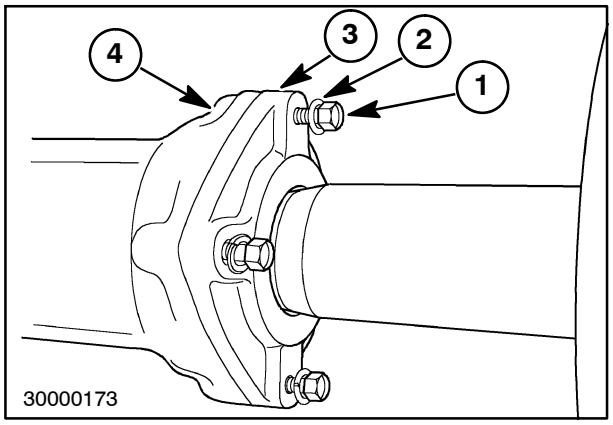
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7. Install the split clip, 1, onto the axle shaft, 2.



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8. Install the four retaining bolts, 1, and lockwashers, 2, through the axle shaft retainer, 3, and into the axle case, 4. Tighten the bolts, 1.



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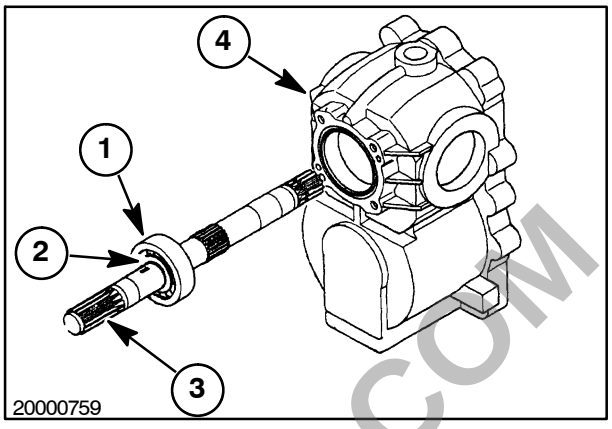
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PUMP SHAFT (INPUT SHAFT)

Assembly

1. If removed, install the bearing, 1, and snap ring, 2 , to the pump shaft, 3.
2. Install the pump shaft into the housing, 4, from the front.

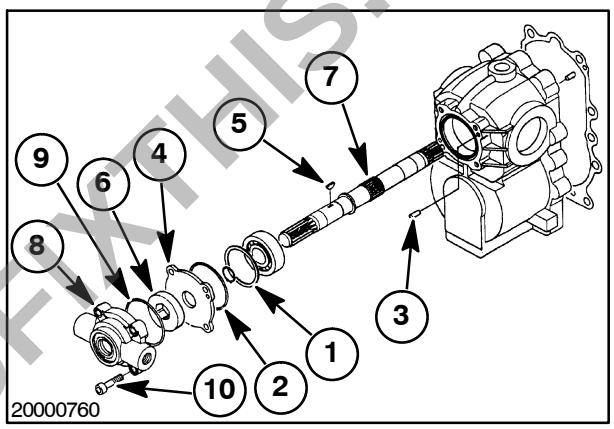


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CHARGE PUMP

Assembly

1. Install the washer, 1, and O ring, 2, to the housing.
2. Install the pin, 3, and plate, 4, to the housing.
3. Install the key, 5, and trochoid rotor assembly, 6, onto the pump shaft, 7.
4. Install the charge pump case, 8, and O ring, 9, with socket head bolts, 10, and tighten to 17.0 - 18.4 N·m.



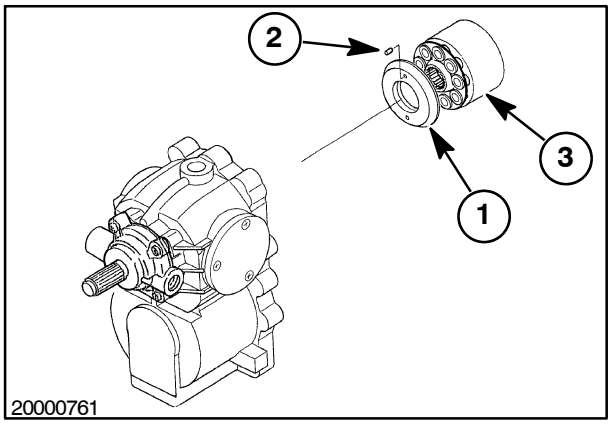
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CYLINDER BLOCK

Assembly for Pump

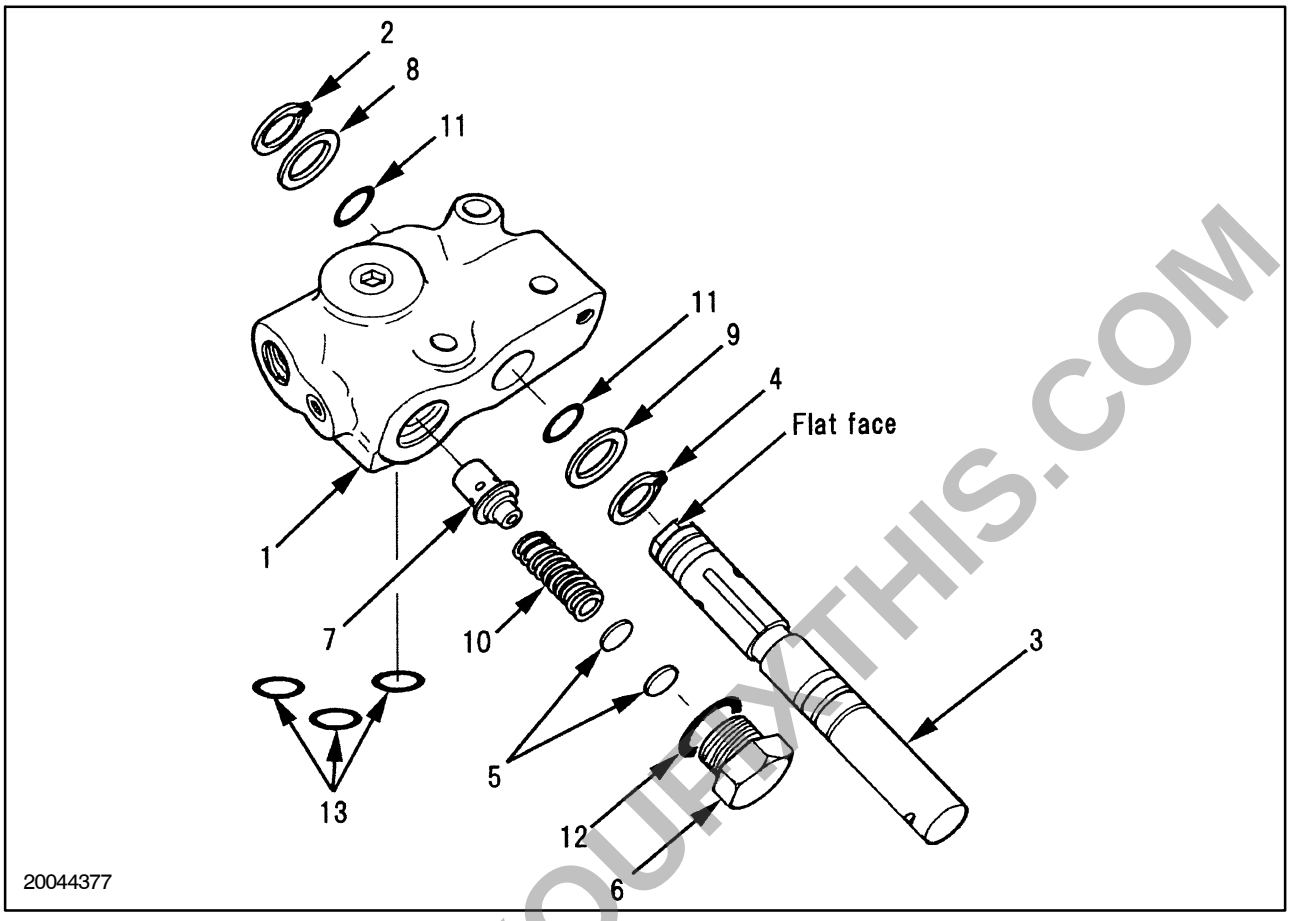
1. Install the thrust plate, 1, into the swash plate while aligning pin, 2, and pin hole.
2. Install the cylinder block assembly, 3.



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1. Valve Body
2. Snap Ring
3. Valve Spool
4. Snap Ring
5. Shims
6. Plug
7. Poppet
8. Spacer
9. Spacer
10. Spring
11. O ring
12. O ring
13. O ring

Disassembly

1. Remove the snap ring, 2, and spacer, 8, securing the valve spool, 3, in the valve body, 1.
2. Using a brass drift, gently tap the valve spool, 3, out of the valve body, 1.
3. Remove the spacer, 9, and snap ring, 4, from the valve spool, 3.
4. Remove the plug, 6, shims, 5, spring, 10, and poppet, 7, from the valve body, 1.

NOTE: *Shims are installed between spring and plug. Confirm thickness and quantity during disassembly.*

Inspection

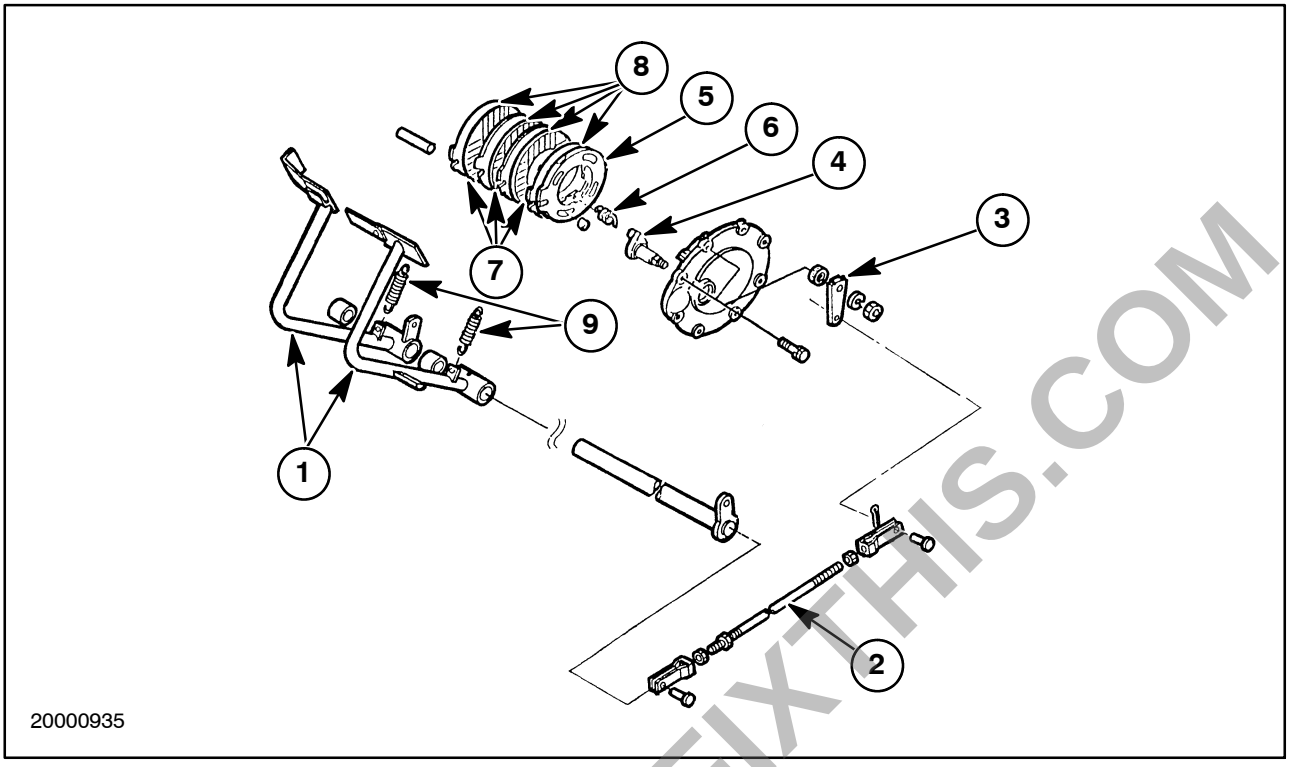
1. Remove and discard all O rings.
2. Clean and inspect the valve spool and the spool bore for pitting, scratches, or excess wear. If found to be defective, replace the clutch control valve assembly.
3. Clean and inspect the poppet and poppet bore for pithing, scratches or excess wear. Replace control valve as necessary.
4. Inspect the spring for any distortion. Replace control valve spring as necessary.

Assembly

1. Sparingly lubricate new O rings, 11, with petroleum jelly and install them onto the valve spool, 3.

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NOTE: *The brake pedals on the TC35A, TC40A, and TC45A tractors are located on the right side of the tractor. The brake pedals on the TC35DA, TC40DA, and TC45DA tractors are located on the left side of the tractor. Operation of the brakes is the same on both model tractors.*

Depressing the brake pedal, 1, actuates the brake rod, 2, which is connected to the brake lever, 3.

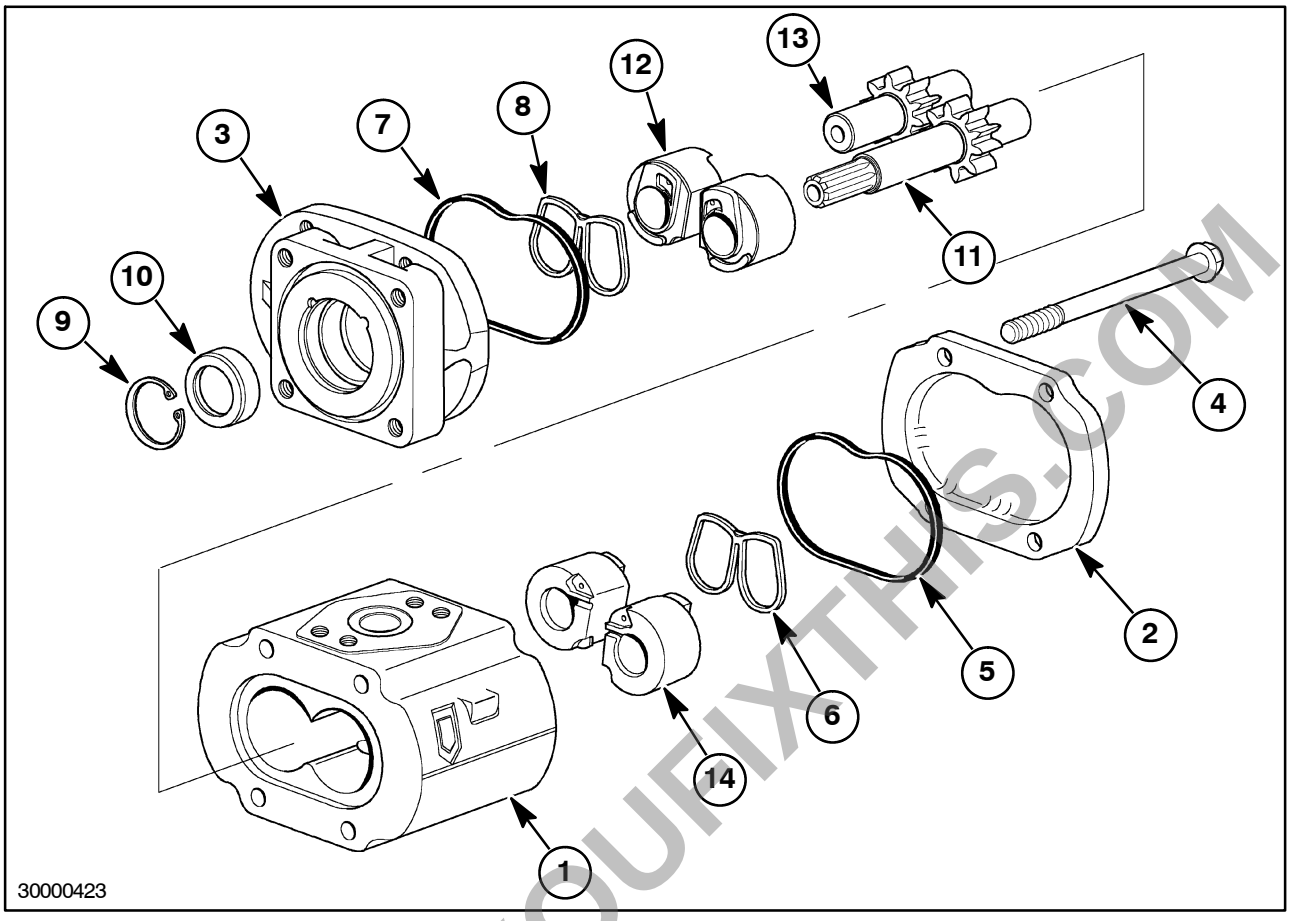
The brake lever, 3, is connected to the brake cam, 4, which rotates against the actuator plate, 5. The actuator plate, 5, then overcomes the actuator return spring, 6, tension, and forces the rotating brake discs, 7, and stators, 8, against each other creating friction to slow the rotation of the axles.

Releasing the brake pedal, 1, allows the pedal return spring, 9, to pull the brake lever, 3, back to its original position, which allows the brakes to release.

When the brake lever, 3, returns to its original position, the brake cam, 4, releases the actuator plate, 5, and allows the actuator return springs, 6, to release the pressure on the brake discs, 7, and stators, 8, allowing the axles to rotate freely.

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Disassembly

1. Scribe lines in the pump body, 1, and end covers, 2 and 3, for ease of assembly.
2. Remove the four bolts, 4, that secure the covers, 2 and 3, to the body.
3. Remove the rear cover, 2, from the pump body, 1.
4. Remove the rubber seal ring, 5, and the back up ring, 6.
5. Remove the front cover, 3, from the pump body, 1.
6. Remove the rubber seal ring, 7, and the back up ring, 8.
7. Using snap ring pliers, remove the snap ring, 9.
8. Remove the shaft seal, 10, from the front cover, 3.

NOTE: *The front wear blocks, 12, will come out with the drive shaft, 11. Be sure to note the location of each wear block, as they are each different.*

9. Using a brass drift and hammer, tap the rear of the pump driveshaft, 11, and remove the drive shaft from the pump body.
10. Using a brass drift and hammer, tap the rear of the pump gear, 13, and remove the pump gear from the pump body, 1.
11. Using a brass drift and hammer, remove the rear wear blocks, 14, noting the orientation of each, for ease of assembly.

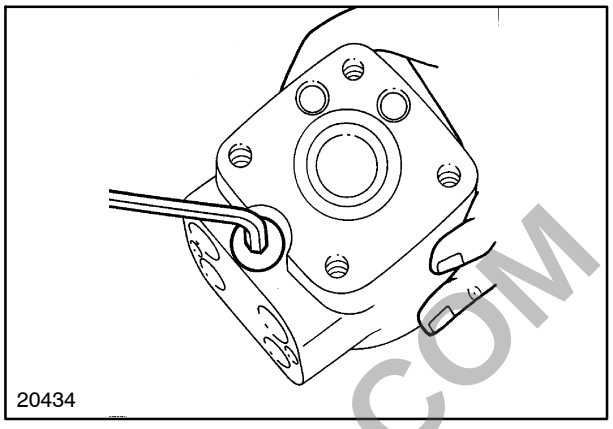
Inspection and Repair

1. Wash all parts in clean solvent and air dry.
2. Discard all seals and back up rings.
3. Inspect the gears, wear blocks, and pump bore for excess wear and scoring. If necessary, replace the pump.

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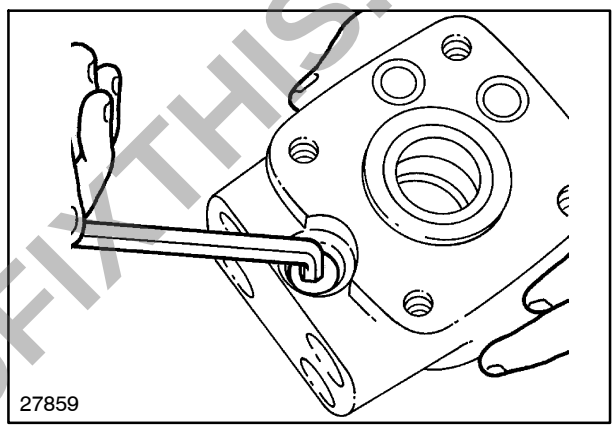
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17. Remove the threaded plug and the washer on the pressure relief valve.



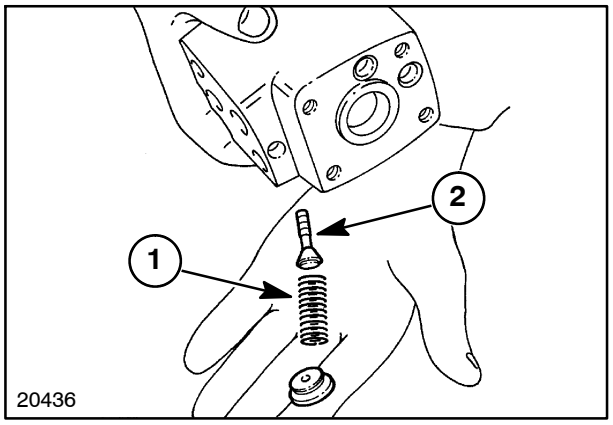
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18. Remove the pressure relief valve calibration adjustment screw.



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19. Turn the control valve body over and complete disassembly by removing the spring, 1, and the pressure relief valve piston, 2.



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SERVICE PRECAUTIONARY STATEMENTS

Leak Testing

Recharging an air conditioning system that leaks simply allows more refrigerant to escape into the atmosphere and ultimately leaves the system non-functioning and in need of additional charging.

Therefore, the proper service procedure is to locate and fix any leaks before putting any more refrigerant into the system.

If a large amount of refrigerant has leaked out, the system pressure will be too low to identify all but the largest leaks. In this case, partially recharge the system with no more than one pound of refrigerant to check for leaks.

IMPORTANT:

- *Any refrigerant introduced into the system for the purpose of finding leaks must also be recovered without releasing it into the atmosphere.*
- *Always use the same type of refrigerant for checking leaks as was originally installed into the AC system by the manufacturer.*
- *Never use compressed air to detect system leaks. The introduction of air into the system may create a fire or explosion hazard, may overload the desiccant with moisture, and could contaminate the system with dirt and improper oil.*

All automotive type air conditioning systems leak to some extent. When servicing them it is important that leakage be minimized. Much of the normal leakage comes from the slow seepage of refrigerant through the flexible hoses. Other common sources of leaks are at joints between the flexible hose and metal tubing or at threaded hose connections. These are usually much larger leaks than the natural seepage through the walls of the hose and are almost always repairable.

Research by the EPA has found that leak detection can be difficult, but existing halogen leak detection systems are adequate for the major task of finding and repairing leaks causing complaints. Dye stains are not very satisfactory for finding small leaks.

Newer electronic leak detectors may offer even better leak detection capabilities. However, no single method can find every leak. Electronic leak detectors may not detect leaks of all refrigerants. For example, older units designed to detect R12 may not detect R134a. Be sure that the leak detector you use is state-of-the-art and that it is designed to detect the refrigerant in the system you are servicing.

Service professionals must be extremely diligent in their work to correct all possible leaks. Diligence is essential to ensure that no small, difficult-to-find leaks go undetected.

Before leaving a job, make one last leak check. Catching a leak just after service will save an inconvenient and expensive return visit.

Refilling

Refill the air conditioning system using the weight method. The lubricants used in R134a tend to layer onto the walls of the refrigeration system. This layering obscures the view through the sight glass. Visual methods of refilling R134a systems will result in improper system charging. For this reason, we do not recommend the old practice of topping off a partially discharged air conditioning system using the sight glass. The TC40DA and TC45DA uses 1.1 kg (2.4 lbs) of R134a refrigerant.

CONTAMINANTS

General

No mobile air conditioning system can operate for long without picking up some contaminants in the refrigerant. The flexible hoses, for example, allow moisture and air to migrate into the refrigerant from the outside atmosphere. Moisture and non-condensable gases (air) are the most common contaminants found in mobile air conditioning systems.

IMPORTANT: *Contaminating R134a with R12 or CFC will lead to copper plating of steel components and major compressor failure.*

Lubricant and refrigerant that remain in service equipment can be contaminants. When you recover a refrigerant, you also will capture a certain amount of lubricant in the extraction or recovery equipment. The equipment will drain the lubricant in a catch bottle or reservoir for measurement and proper final disposal.

Never use a lubricant that has come out of an air conditioning system. Reusing this oil will result in contamination of the air conditioning system with refrigerant, moisture and air from the old oil. Instead, refill the air conditioning system using fresh oil in the same amount as that removed during service. Dispose of the used oils in a manner that complies with federal, state and local disposal requirements.

To avoid contamination between systems using dissimilar refrigerants, the extraction and recycling equipment MUST be dedicated to a single refrigerant.

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Valve Plate Removal

1. Using a small hammer and gasket scraper, carefully separate valve plate from cylinder block. Be careful not to damage sealing surface of cylinder block.
2. Inspect reed valves and retainer. Replace valve plate assembly if any part is damaged.
3. Carefully remove any gasket material remaining on valve plate, cylinder block or cylinder head. Do not damage sealing surfaces on components.

Valve Plate and Cylinder Head Installation

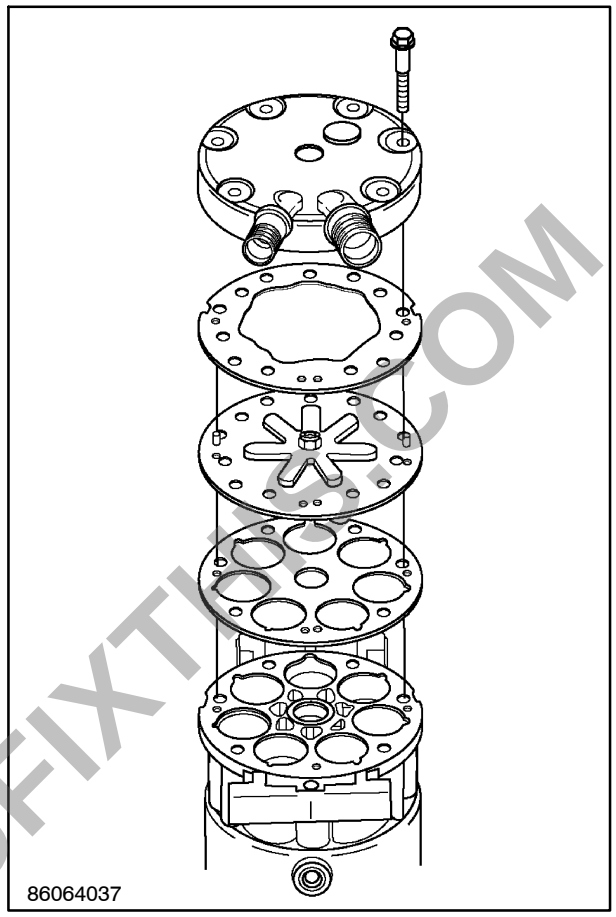
1. Large gasket: OD of block gasket is 120 mm (4-3/4 in) and sealing face of block does not have a 114.7 mm (4-1/2 in) diameter step.
2. Small gasket: OD of gasket is 114.7 mm (4-1/2 in) and sealing face of the cylinder block has a 114.7 mm (4-1/2 in) diameter step.
3. Coat new block gasket with clean refrigerant oil.
4. Install block gasket. Align new gasket to location pin holes and orifice(s). Notch (if applicable) should face same direction as oil plug or adapter.
5. Place valve plate on cylinder block with discharge valve, retainer and nut facing up (away from cylinder block) and location pins properly located in holes.
6. Use vacuum pump and small tube to remove residual oil from each bolt hole.

IMPORTANT: *If this step is not performed, hydraulic pressure can be created when the cylinder head bolts are tightened. This pressure can break the cylinder block.*

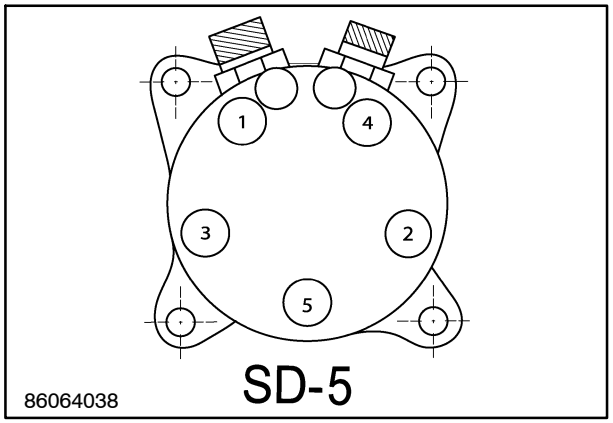
7. Coat head gasket with clean refrigerant oil.
8. Install head gasket cover location pins. Checking for correct orientation.
9. Install cylinder head.
10. Install cylinder head bolts and tighten in a star pattern.

    Step 1: Torque to approximately 19.6 N·m (14 ft-lb).

    Step 2: Torque to 32.4 – 36.3 N·m (24 – 27 ft-lb).



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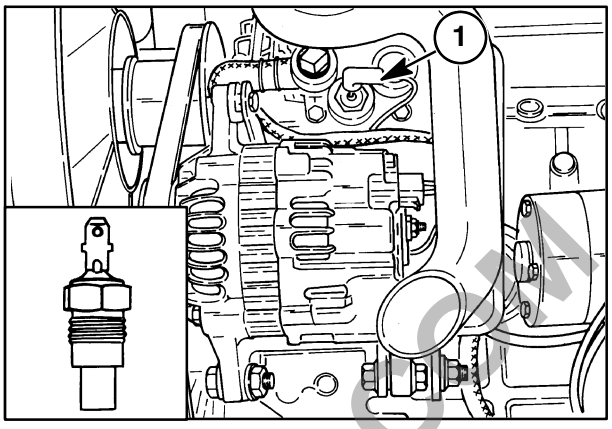
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ENGINE COOLANT TEMPERATURE SENDING UNIT

The coolant temperature sender, 1, is located at the left front side of the engine inside the thermostat housing. This sender regulates a variable resistance to ground, which translates into the movement of the temperature gauge.



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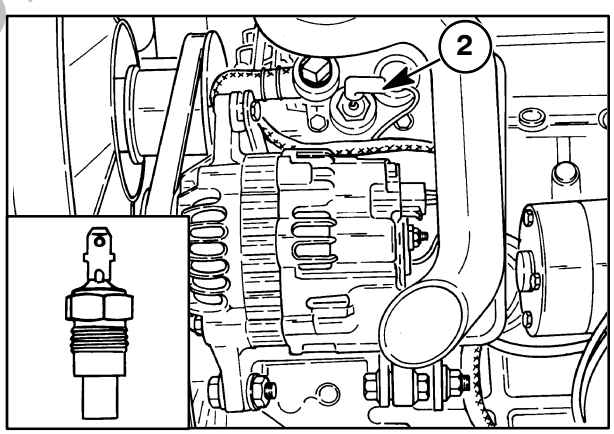
Testing

⚠ WARNING ⚠

Do not perform sending unit test with tractor engine running. Contact with moving parts will cause bodily injury.

NOTE: *Engine paint must be removed from sending unit body or the ohmmeter will indicate a false reading when the ohmmeter test lead is touched to sending unit body.*

1. Disconnect the main wiring harness terminal, 2, from the coolant temperature sending unit.

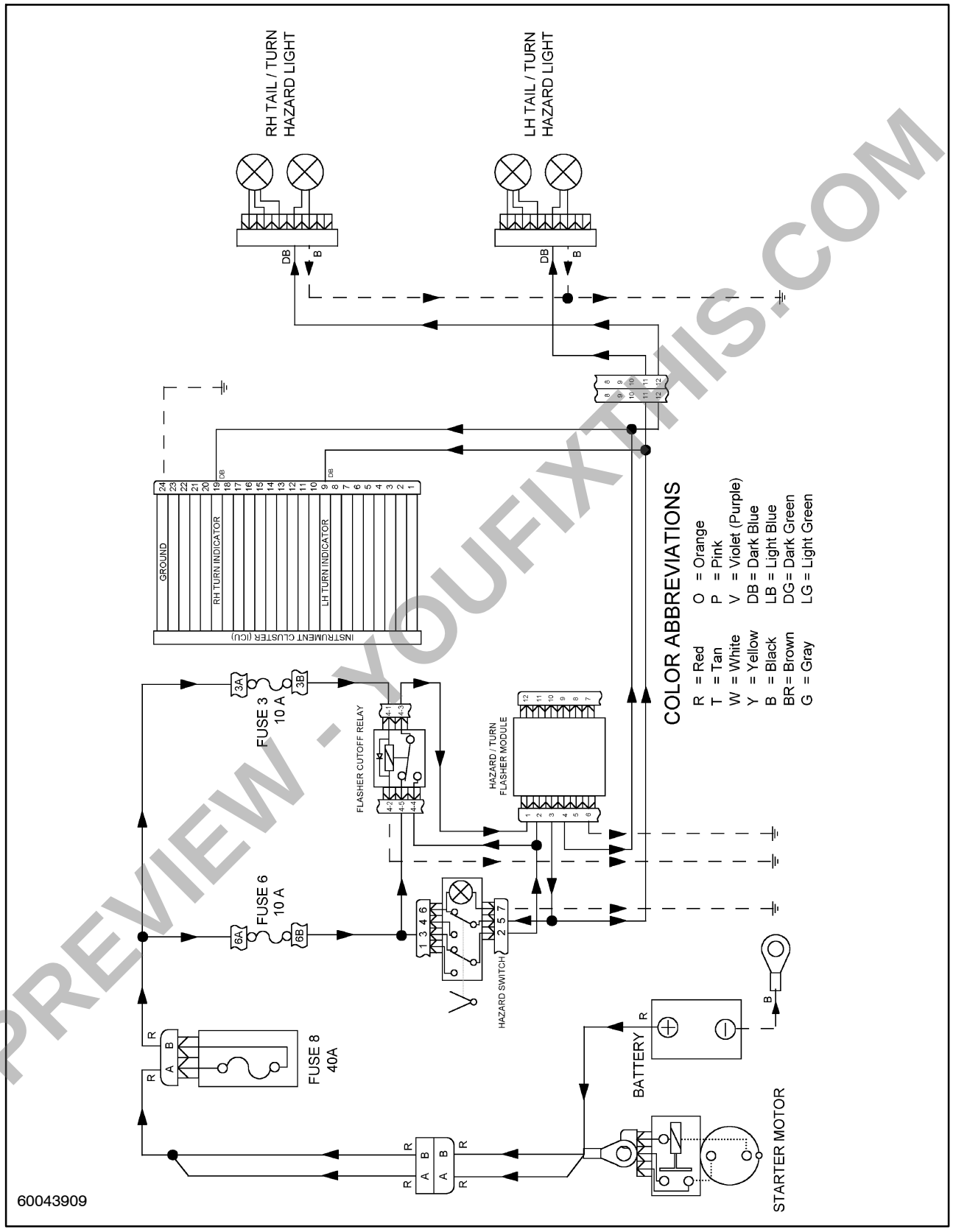


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HAZARD FLASHER CIRCUIT



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UNSTABLE CHARGING CIRCUIT

FAULT LOCATION	POSSIBLE CAUSE	CORRECTION
Wiring	Loose connection or open wire	Repair or replace
Alternator	Loose drive belt	Repair
	Short in rotor coil	Replace
	Short in stator coil	Replace
	Broken brush or spring	Replace
	Loose connection	Repair
Regulator	Defective regulator	Replace
	Loose connection at alternator and regulator	Repair or replace

ABNORMAL NOISE OF ALTERNATOR

FAULT LOCATION	POSSIBLE CAUSE	CORRECTION
Alternator	Loose mounting hardware	Repair
	Defective bearings	Repair or replace
	Rotor core and stator in contact	Replace
	Defective diode	Replace
	Short in stator coil	Replace

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Terminal Identification

A	Start
B	12 V Input
C	ACC Terminal
D	12 V Input

Testing

Use an ohmmeter to test each position of the key switch for electrical continuity.

Stop Position (Not Shown)

1. With the key switch in the stop position, continuity should not exist between any of the terminals. If continuity exists between any of the terminals while the switch is in the “stop” position, the key switch is defective and needs replaced.

Heat/ Accessory/ Run Position

When the key switch in the “Heat/ ACC/ Run” position, continuity should exist between the “B” and “C” terminals.

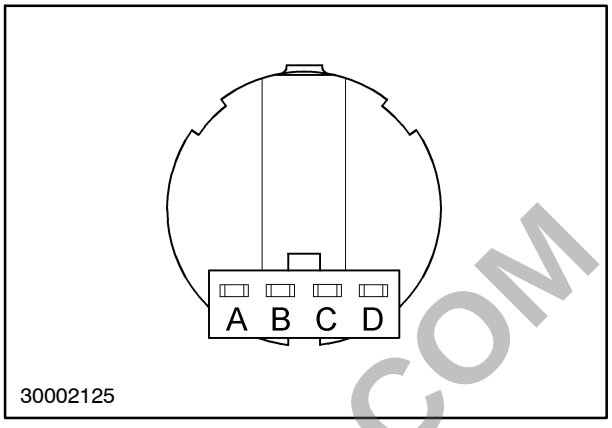
1. Make sure the switch is in the “Heat/ACC/Run” position.
2. Using an ohmmeter, touch one of the test probes to terminal “B”. Touch the other test probe to terminal “C”.
3. Observe the ohmmeter. The ohmmeter should show little or no resistance indicating that continuity exists between terminal “B” and terminal “C”. If continuity does not exist between terminal B” and terminal “C”, the key switch is defective and needs replaced.

NOTE: *Continuity should not exist between terminals A and D in the “Heat/ACC/Run” position.*

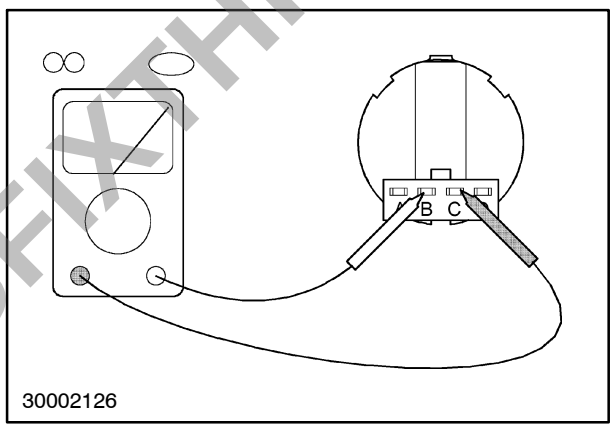
Start Position

Make sure the key switch is in the “Start” position.

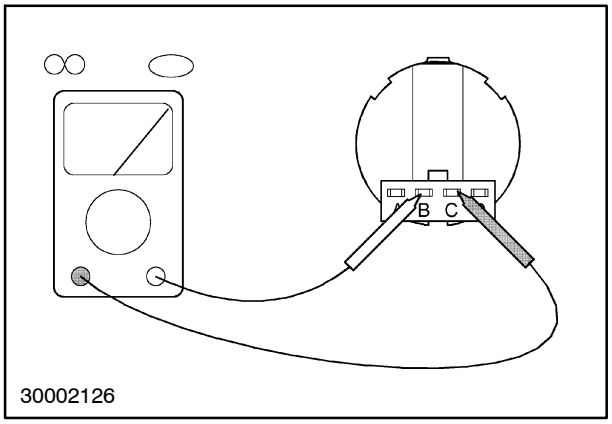
1. Using an ohmmeter, touch one of the test probes to terminal “B”. Touch the other test probe to terminal “C”.
2. Observe the ohmmeter. The ohmmeter should show little or no resistance indicating that continuity exists between terminal “B” and terminal “C”. If continuity does not exist between terminal “B” and terminal “C”, the key switch is defective and needs replaced.



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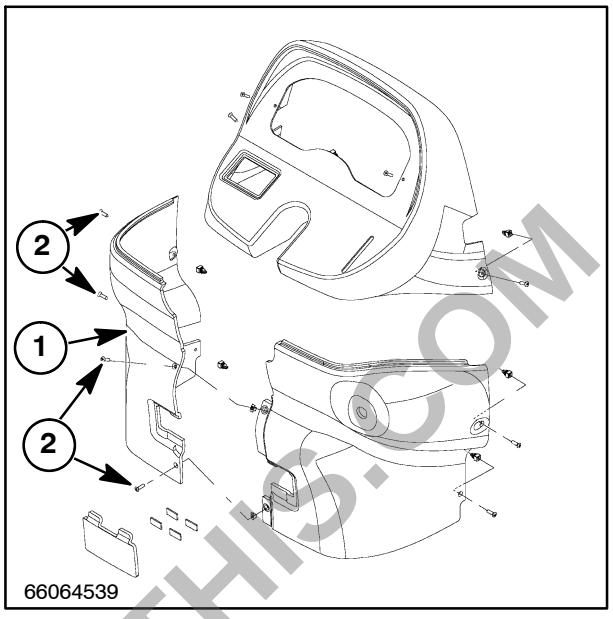
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Installation

1. Thread the switch into the support bracket until the actuator button is totally exposed on the bottom side of the bracket.
2. Connect the wire harness to the switch.
3. Install the left steering column cowling, 1, with the four retaining screws, 2.
4. Connect the negative (-) battery cable to the negative (-) battery terminal.



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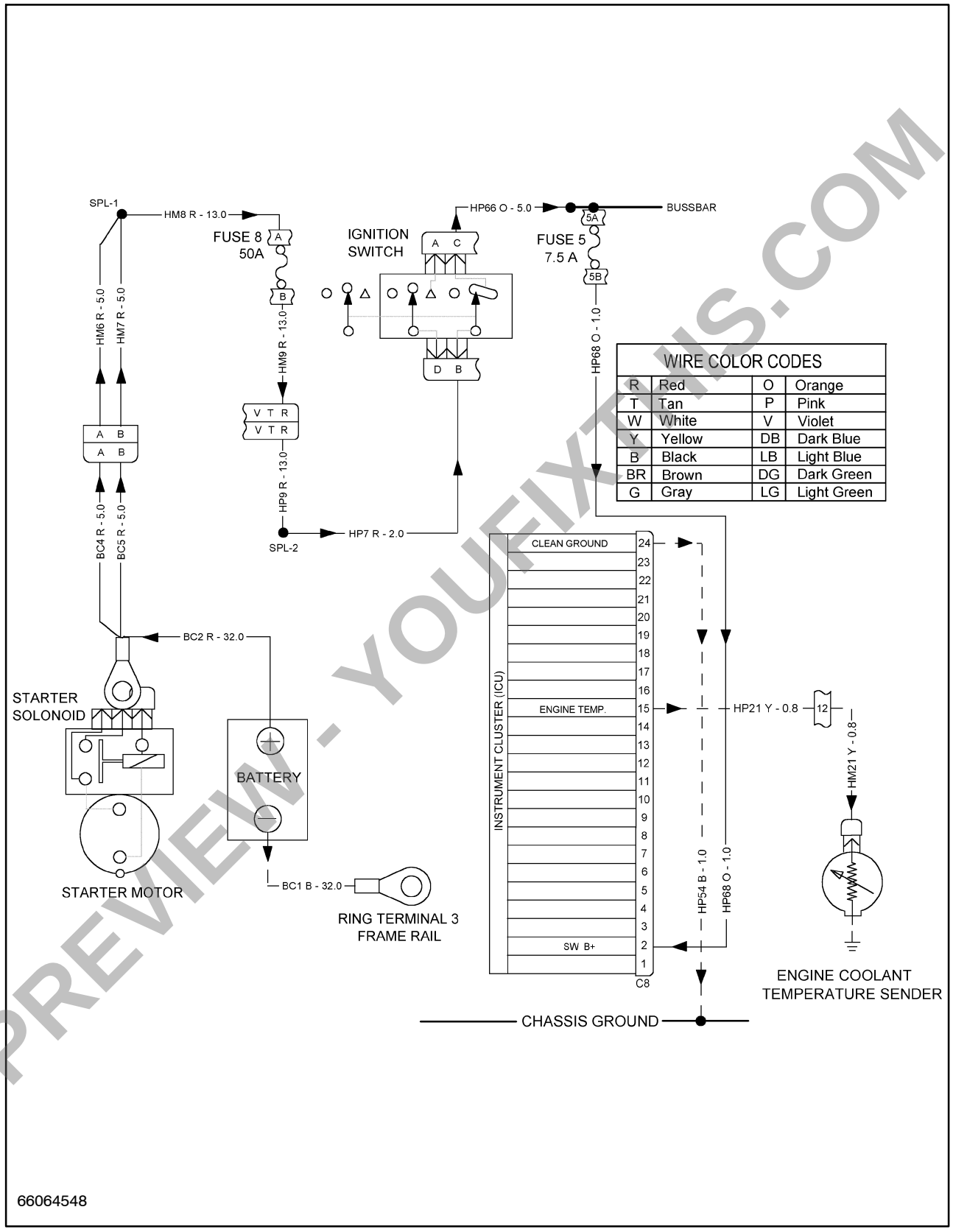
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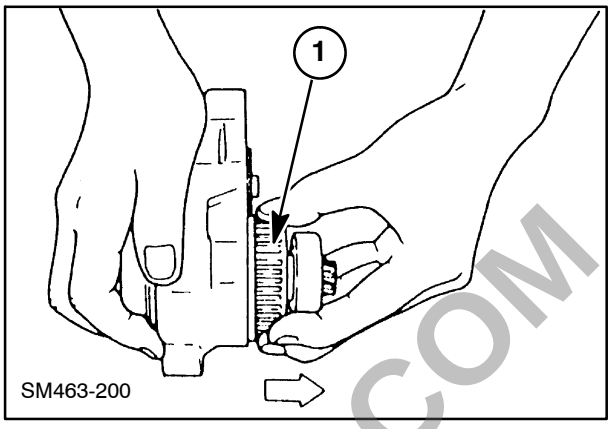
ENGINE COOLANT TEMPERATURE CIRCUIT



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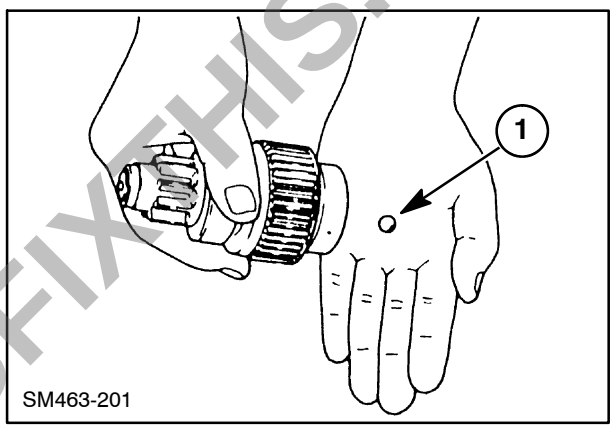
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10. Pull the pinion clutch assembly, 1, from the reduction unit cover or the starter motor assembly.



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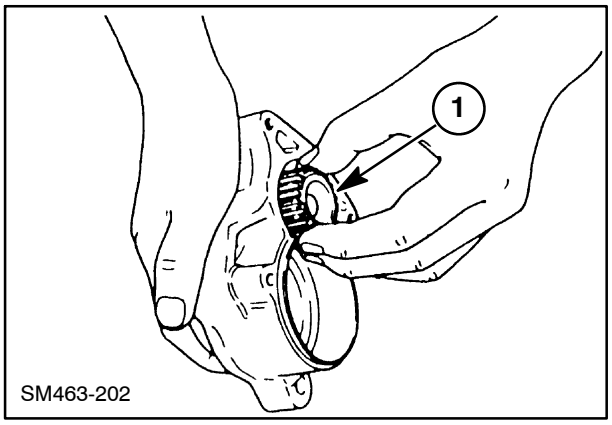
11. Remove the steel ball, 1, from the center of the pinion clutch.



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NOTE: *When removing the idler gear and bearing, be careful not to lose the bearing rollers contained in the bearing.*

12. Remove the idler gear and bearing, 1, and pinion gear from the reduction unit cover, if they were not removed when the reduction unit cover and the starter motor housing was separated.

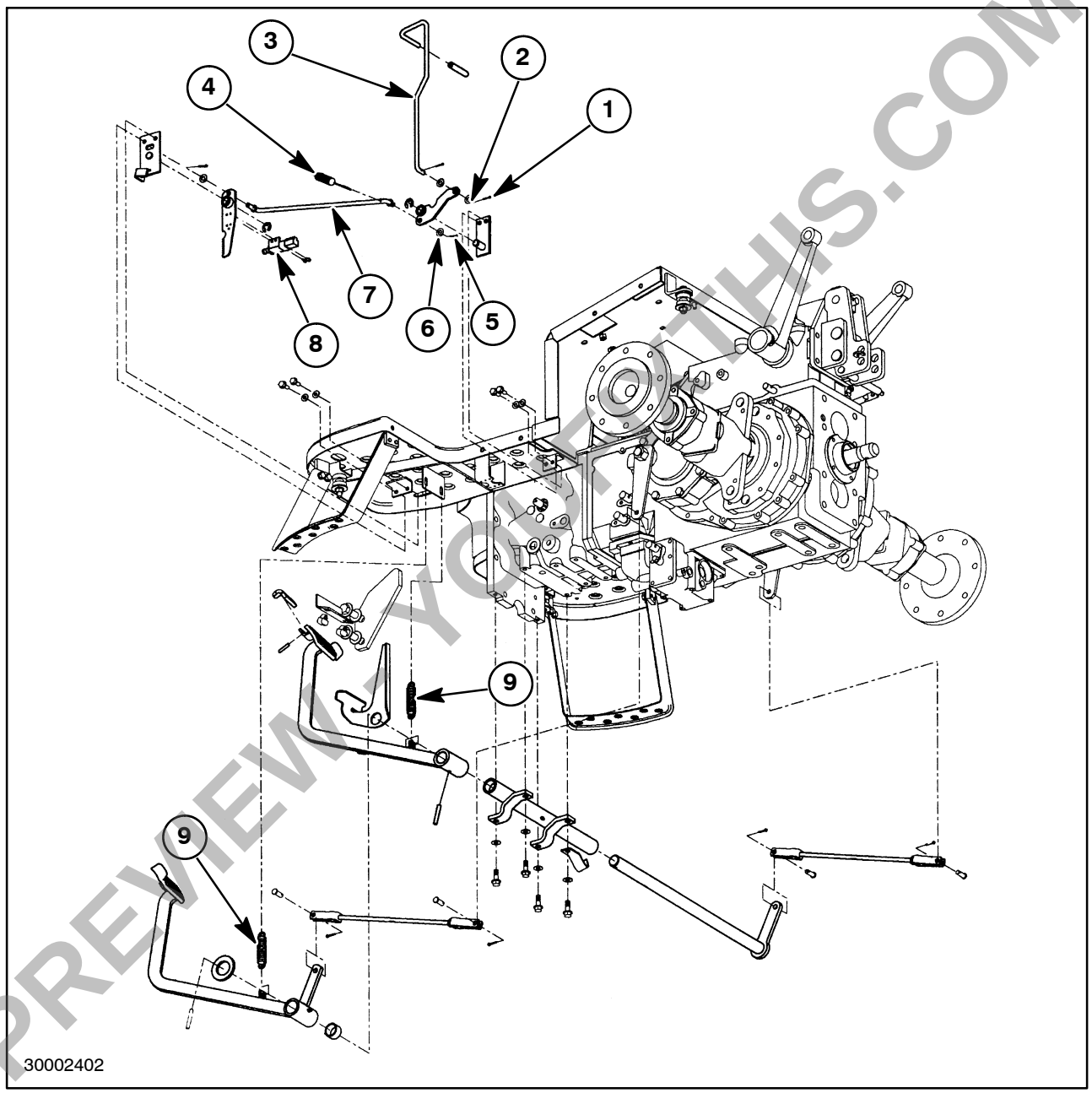


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8. Remove the cotter pin, 1, and the washer, 2, from the parking brake lever, 3. Remove the parking brake lever, 3, up through the deck.
9. Remove the cotter pin, 5, and the washer, 6, from the park brake rod, 7. Remove the return spring, 4, and the park brake rod, 7, from the park brake linkage.
10. Disconnect the wiring plug from the park brake switch, 8.
11. Disconnect the two brake pedal return springs, 9, from the deck.



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