NEW HOLLAND

Repair Manual

CONTENTS

GENERAL **SECTION 00**

General Instructions and Health and Safety **Chapter 1**

Section	Description	Page
00 000	General instructions	1
	Notes for spare parts	2
	Notes for equipment	2
	Safety rules	3
	Consumables	6

ENGINE **SECTION 10**

Engine System (8000) **Chapter 1**

Section	Description	Page
10 000	General specification	2
	Injection pump calibration data	5
	General specifications	6
	Tightening torques	14
	Tools	15
	Cross-sectional views	18
	Lubrication and cooling system diagrams	22
	Fault diagnosis	25
10 001 10	Engine *Removal-Installation*	29
10 001 54	Engine *Bench overhaul*	43
	Checks, measurements and repairs	68
10 406 10	Radiator *Removal-Installation*	92
10 102 70	Crankshaft front oil seal *removal installation*	95
10 402 10	Coolant pump *removal installation*	100
10 402 30	Cooling system thermostat	103
10 206 14	Bosch injection pump *removal installation*	106
	Bosch injection pump *timing*	109
	Bosch injection pump *air bleeding*	111
10 218 30	Injectors *removal installation*	112

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GENERAL SPECIFICATIONS	3 cylinders	4 cylinders
Engine type:		
- mod. TD5.65 TCA (turbocharged aftercooled) 8035.25C.313 (BOSCH pump)	see data pages	-
- mod. TD5.75 TCA (turbocharged aftercooled) 8045.25A.313 (BOSCH pump)	-	see data pages
- mod. TD5.80 TCA (turbocharged aftercooled) 8035.25E.313 (BOSCH pump)	see data page	-
- mod. TD5.90 TCA (turbocharged aftercooled) 8045.25B.313 (BOSCH pump)	-	see data pages
- mod. TD5.100 TCA (turbocharged aftercooled) 8045.25C.313 (BOSCH pump)	-	see data pages
- mod. TD5.110 TCA (turbocharged aftercooled) 8045.25D.313 (BOSCH pump)	-	see data pages
Cycle	Diesel, 4-stroke	
Fuel injection	Direct	
Number of cylinders in line	3	4
Piston diameter		
- mod. TD5.65	104 mm (4.0945 in.)	-
- mod. TD5.75	-	104 mm (4.0945 in.)
- mod. TD5.80	104 mm (4.0945 in.)	-
- mod. TD5.90	-	104 mm (4.0945 in.)
- mod. TD5.100	-	104 mm (4.0945 in.)
- mod. TD5.110	-	104 mm (4.0945 in.)
Piston stroke	115 mm (4.5276 in.)	
Total displacement:		
- mod. TD5.65-TD5.80	2930 cm^3 (178.8496 $in.^3$)	-
- mod. TD5.75-TD5.90-TD5.100-TD5.110	-	3908 cm^3 (238.4662 $in.^3$)
Compression ratio	18 to 1 turbocharged	
Maximum power ECE R120 at 2300 rpm:		
- mod. TD5.65	48.47 kW (65 hp)	-
- mod. TD5.75	-	55.92 kW (75 hp)
- mod. TD5.80	59.65 kW (80 hp)	-
- mod. TD5.90	-	65.62 kW (88 hp)
- mod. TD5.100	-	73.07 kW (98 hp)
- mod. TD5.110	-	80.88 kW (110 hp)
Fast idling speed	2300 rpm.	
Maximum torque (Nm) at 1400 rpm: TD5.65 model	261 (ft lb)	-
Maximum torque (Nm) at 1400 rpm: TD5.75 model	-	298 (ft lb)
Maximum torque (Nm) at 1400 rpm: TD5.80 model	320 (ft lb)	-
Maximum torque (Nm) at 1400 rpm: TD5.90 model	-	356 (ft lb)
Maximum torque (Nm) at 1400 rpm: TD5.100 model	-	390 (ft lb)
Maximum torque (Nm) at 1400 rpm: TD5.110 model	-	430 (ft lb)
Number of main bearings	4	5
Sump	Structural, cast iron	

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ANGLE TIGHTENING TORQUE DATA

PART	Thread	Preliminary torque		Angle
		Nm	ft lb	
Cylinder head bolts (2) fig. 3 or 5	M 12 x 1.25	70	51.6293	90° + 90°
Main bearing cap bolts (4) fig. 3 or 5	M 14 x 1.5	80	59.0050	90°
Big-end cap bolts (5) fig. 3 or 5	M 11 x 1.5	40	29.5025	60°
Flywheel mounting bolts (3) fig. 3 or 5	M 12 x 1.25	40	29.5025	60°

TIGHTENING TORQUE DATA

PART	Thread	Tightening torque	
		Nm	ft lb
Rocker shaft pedestal bolts (1) fig. 3 or 5	M 8	25	18.4390
Crankshaft hub retaining nut (7) fig. 3 or 5	M 30 x 1.5	294	216.8432
Fan and alternator pulley bolts (6) fig. 3 or 5	M 10 x 1.25	55	40.5659
Additional counterweight retaining bolts (1) fig. 6 for TD5.75, TD5.90 and TD5.100 models	M 12 x 1.25	110	81.1318
Inlet manifold retaining bolts (1) fig. 66	M 8	25	18.4390
Alternator and belt tension adjustment nut (1) fig. 52	M 10 x 1.25	55	40.5659
Coolant pump retaining bolts (1) fig. 57	M 10 x 1.25	55	40.5659
Nuts for injector mounting studs (1) fig. 136	M 8	25 **(*)**	18.4390 **(*)**
Rocker cover nuts (1) fig. 78	M 8	15	11.0634
Rocker shaft pedestal bolts (2) fig. 79	M 8	25	18.4390
Oil pump and pump cover retaining bolts (1) fig. 87	M 8	25	18.4390
Timing gear case and cover bolts (1) fig. 91	M 8	25	18.4390
Intermediate flanged journal bolts (1) fig. 94	M 10 x 1.25	55	40.5659
Camshaft thrust plate retaining bolts (4) fig. 95	M 8	35	25.8146
Rear crankcase cover bolts (2) fig. 115	M 8	25	18.4390
Tappet adjuster screw locknuts (1) fig. 135	M 8	22	16.2263
Exhaust manifold retaining bolts (1) fig. 62	M 8	25	18.4390
Injection pump mounting nuts (1) fig. 68	M 8	25	18.4390
Sump pan retaining bolts (4) fig. 84, to - inner rear timing cover and gear case - cylinder block and flywheel case ...TD5.65, TD5.80, TD5.75 and TD5.90 models ...TD5.100,TD5.110 models	 M 10 X 1.25 M 10 X 1.25 M 10 X 1.25	 39 to 49 49 to 59 49 to 69	 28.7692 to 36.1405 36.1405 to 43.5161 36.1405 to 50.8918

(*) Tighten the nuts in two stages: see the operation in figure 138.

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ENGINE TROUBLESHOOTING

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

(continued)

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ENGINE
Removal – Installation (Operation 10 001 10)

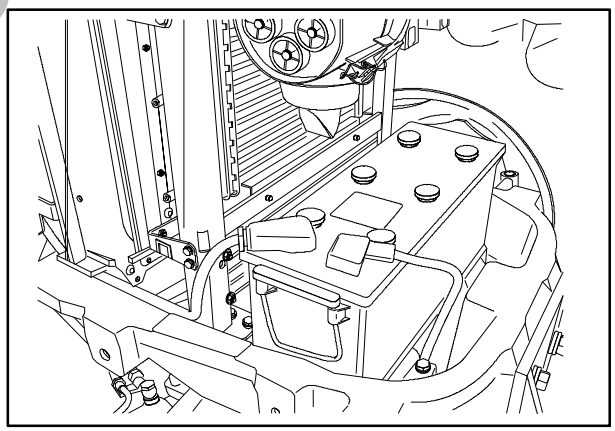
DANGER

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.
Check that no one is in the vicinity of the load to be lifted.

WARNING

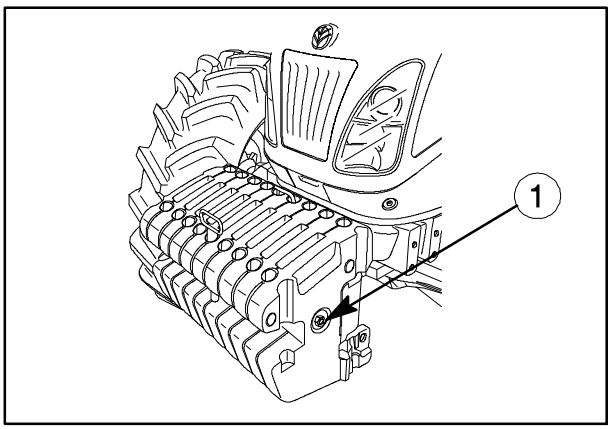
Always use suitable tools to align holes in parts.
NEVER USE FINGERS OR HANDS.

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



10

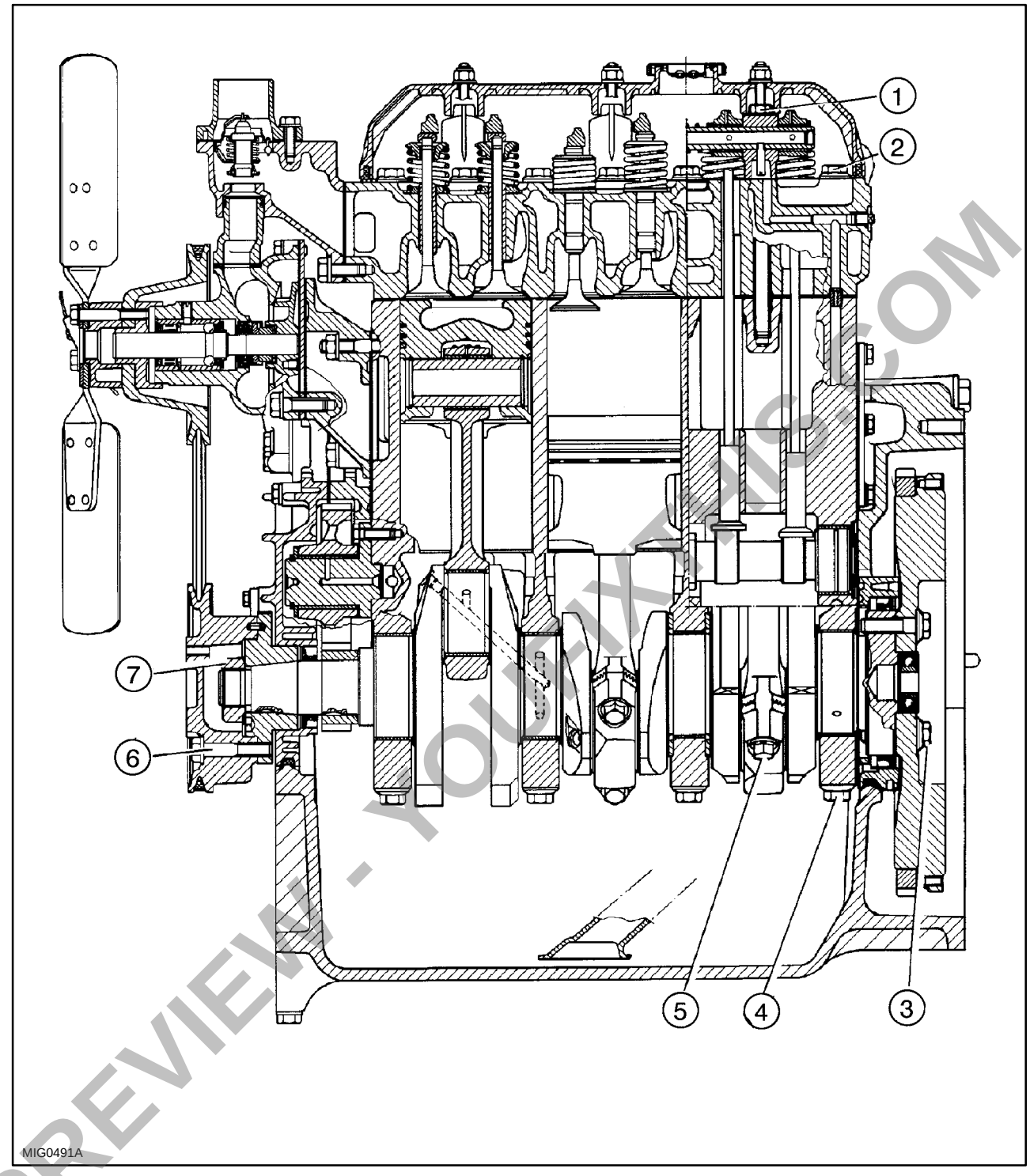
4. Unscrew the nut (1) from the weight retaining pin.



11

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3

Longitudinal section of 3-cylinder TD5.65 and TD5.80 Models

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

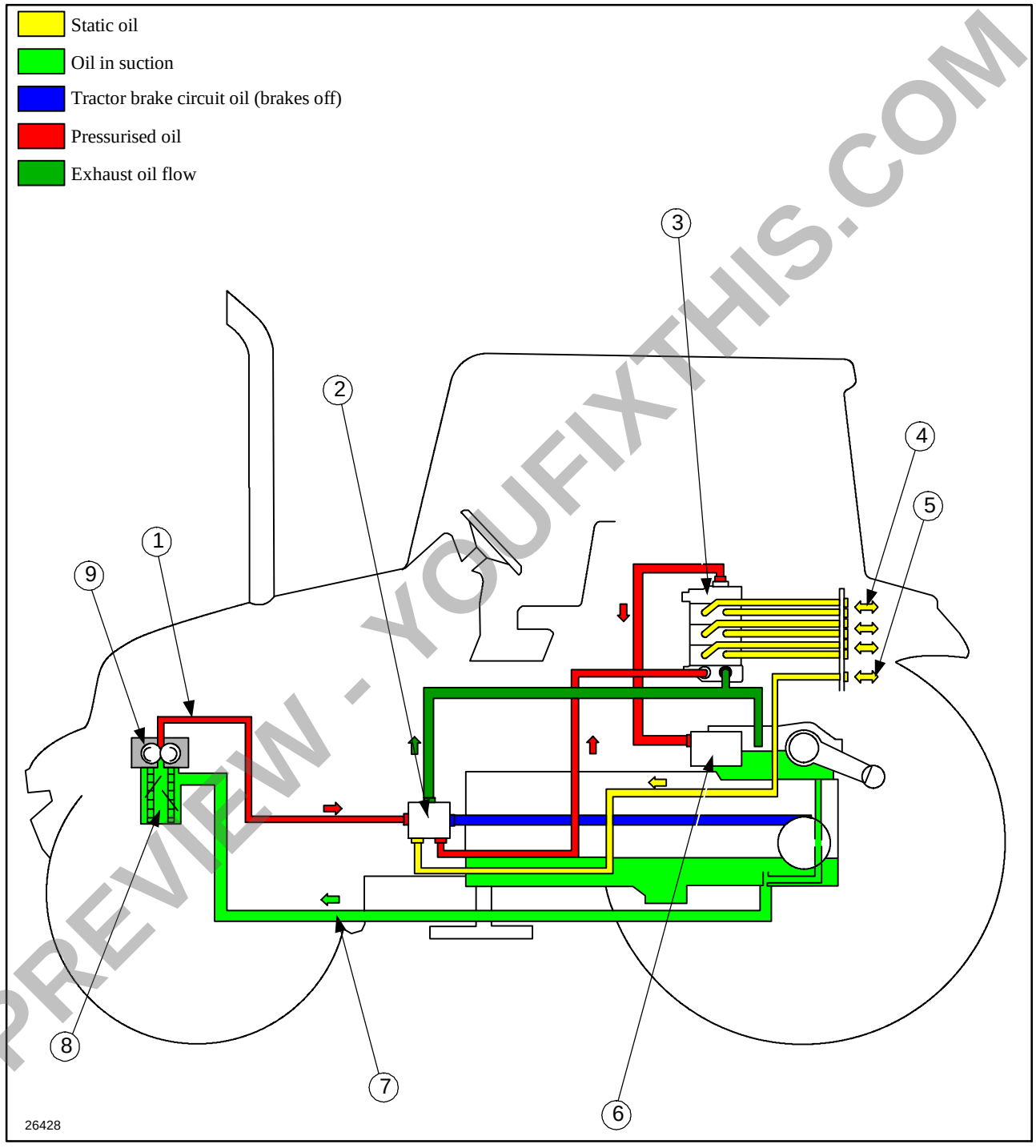
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DESCRIPTION AND OPERATION

The mechanical lift can operate with controlled position or draft control and with a combination of the two. The lift is controlled by two levers located on the operator's right. It also features the Lift–O–Matic device which raises and lowers the implement without the need to use the position and draft control levers.

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

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



3

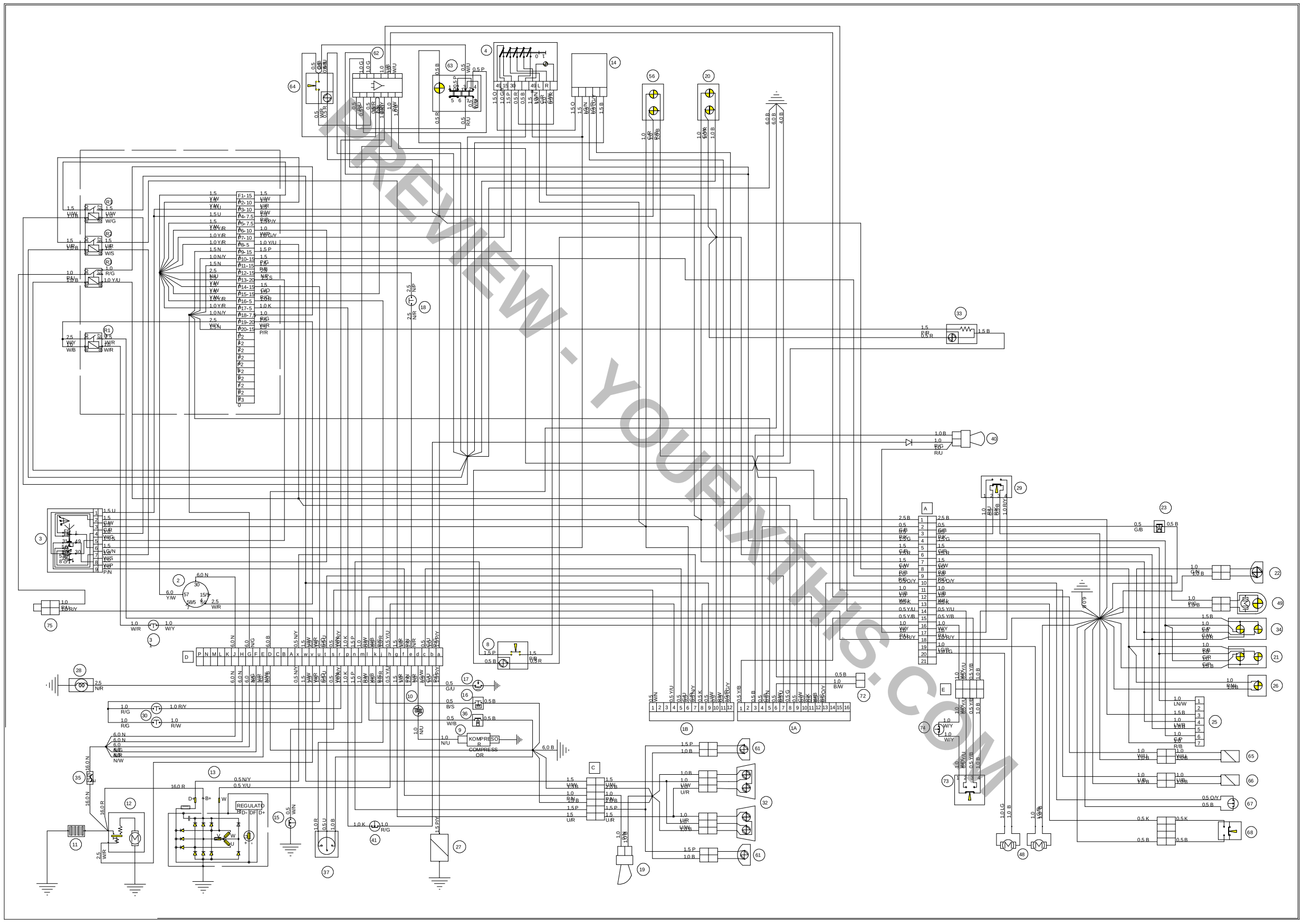
HYDRAULIC LIFT CIRCUIT

1. Delivery line to control valve (3).
2. Trailer brake control valve.
3. Auxiliary control valves.
4. Auxiliary control valve lines.
5. Trailer brake control valve line.
6. Lift control valve.
7. Suction line.
8. Oil filter.
9. Hydraulic pump.

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GENERAL DIAGRAM -CENTRE(8000 Series Engines W/OUT CAB) (OVERAL VIEW)



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10 106 12	Valve clearance adjustment	114
10 402 28	Coolant pump overhaul	117
10 001 30	Compression test	118

CLUTCH — SECTION 18

Clutches (8000) — Chapter 1

Section	Description	Page
18 000	General specifications	1
	Tightening torques	4
	Tools	5
	Cross-sectional views	6
	Clutch Troubleshooting	9
18 110 10	Removal - Installation	10
	Overhaul	21
	Minimum permissible dimensions after refacing	25
	Adjustments	26
18 100 40	Adjustment of the main and PTO clutch control linkage	28
	PTO Clutch Servo Control	31

GEARBOX — SECTION 21

Mechanical Transmission (12x4) — Chapter 1

Section	Description	Page
21 000	Main data	1
	Tightening torques	2
	Tools	3
	Section views	3&5
	Description and operation	8
	Fault diagnosis	8
21 110	Removal - Refitting	see sect 27

Reverser (12x12) — Chapter 2

Section	Description	Page
21 000	Main data	1
	Tightening torques	2
	Tools	3
	Section views	3
	Description and operation	5
	Fault diagnosis	5
21 110	Removal-Refitting	6

Reverser and Creeper (20x12) — Chapter 3

Section	Description	Page
21 000	Main data	1
	Tightening torques	2
	Tools	3
	Section views	4
	Description and operation	6
	Fault diagnosis	6
21 110	Removal-Refitting	7

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ENGINE TROUBLESHOOTING

(continued)

Faults	Possible Cause	Correction
	8. Fuel supply pump damaged.	Replace fuel supply pump.
	9. Incorrect valve clearances.	Adjust valve clearance.
	10. Cylinder compression low.	Test compression and overhaul engine if necessary.
	11. Air cleaner restricted.	Clear air filter unit and replace element if necessary.
	12. Tie–rod in linkage between accelerator and injection pump incorrectly adjusted.	Adjust to correct length.
	13. Maximum speed screw on injection pump incorrectly adjusted.	Adjust fast idling speed screw.
Engine produces abnormal knocking noises.	**1.** Injectors partially obstructed or damaged.	Clean and overhaul injectors and adjust pressure setting.
	2. Impurities accumulating in fuel lines.	Clean fuel lines and replace severely dented pipes. Clean injection pump if necessary.
	3. Incorrect injection pump timing.	Adjust injection pump timing.
	4. Crankshaft knocking due to excessive play in one or more main or big–end bearings or excessive endfloat.	Re–grind crankshaft journals and crankpins. Fit oversize shell bearings and thrust washers.
	5. Crankshaft out of balance.	Check crankshaft alignment and balance; if necessary, replace.
	6. Flywheel bolts loose.	Replace any bolts that have worked loose and tighten all bolts to the specified preliminary and angular torque values.
	7. Connecting rod axes not parallel.	Straighten connecting rods, check axes parallelism; replace con rods if necessary.
	8. Piston knock due to excessive wear.	Rebore cylinder liners and fit oversize pistons.
	9. Noise caused by excessive play of gudgeon pins in small–end and piston bushings, or loose fit of small–end bushing.	Fit oversize gudgeon pin, rebore piston seats and small–end bushings. Replace bushings.
	10. Excessive tappet/valve noise.	Check for broken springs or excessive play between valve stems and guides, cam followers and bores. Adjust valve clearance.

(continued)

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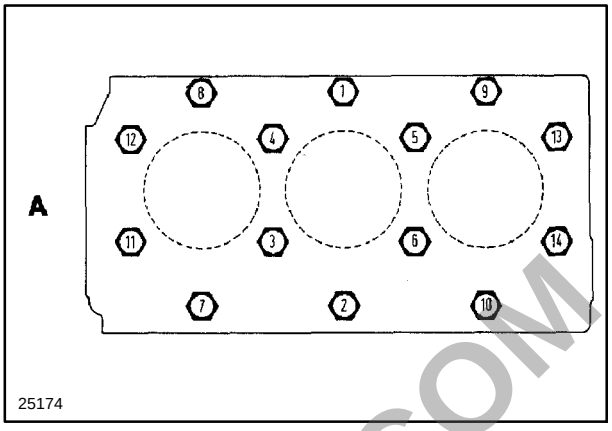
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FITTING AND TIGHTENING THE CYLINDER HEAD (Disassembly operation 37)

Proceed as follows:

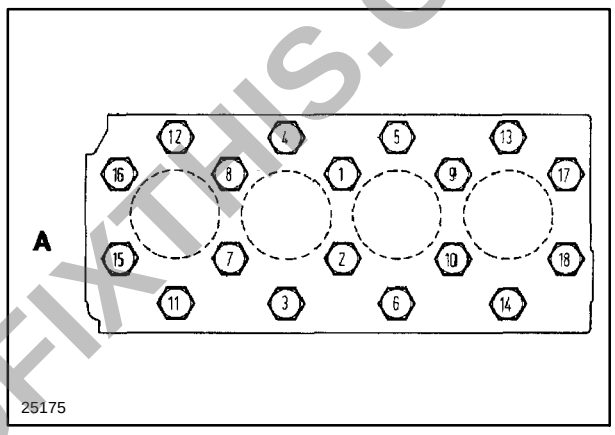
— Lower the cylinder head onto the block and screw in the cylinder head bolts (1) fig. 133, finger tight.

— fig. 131 - Tightening sequence for cylinder head bolts on 3-cylinder engines to be followed for each of the four tightening stages (A = fan end).



131

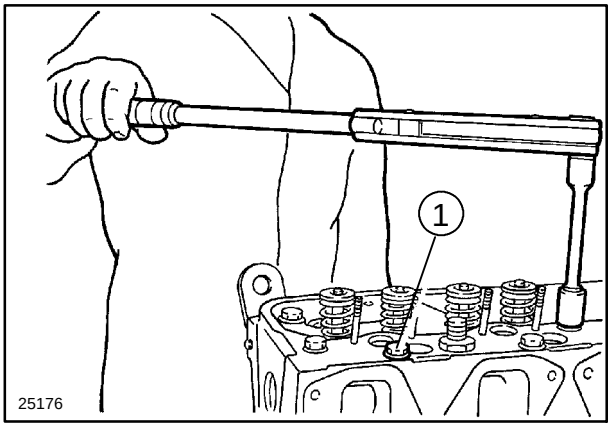
— Fig. 132 - Tightening sequence for cylinder head bolts on 4-cylinder engines to be followed for each of the four tightening stages (A = fan end).



132

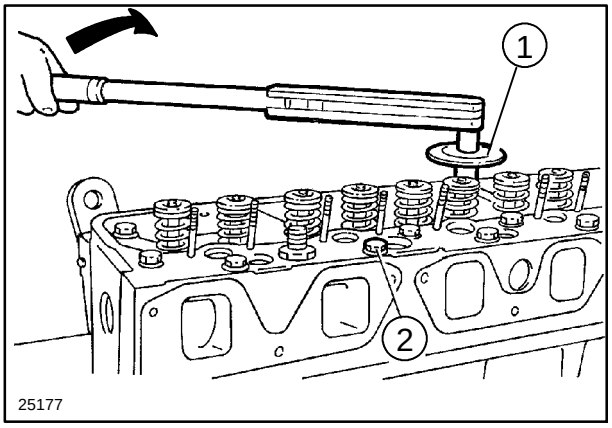
— First phase - Tighten the bolts (1) to a torque of 70 Nm (7.1 kgm) in the sequence shown in the above figures (fig. 131/132).

— Second phase - Recheck the torque of all the bolts in the sequence indicated above (fig. 131/132).



133

99. Using the angular tightening tool **380000304** (1), tighten each bolt (2) in sequence through 90 · (third phase) and then through a further 90 · (fourth phase) in the sequence indicated above (figures 131/132).



134

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Op. 10 246 14
BOSCH INJECTION PUMP Removal-Installation, timing and air bleeding

CAUTION

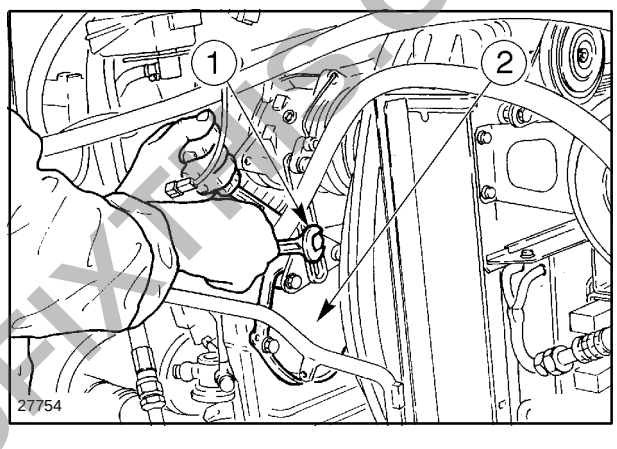
Handle all parts carefully. Do not put your hands or fingers between parts. Wear the prescribed safety clothing, including goggles, gloves and safety footwear.

CAUTION

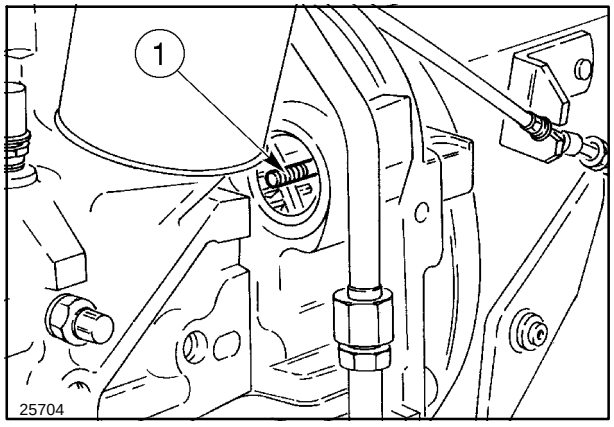
Always use appropriate tools to align fixing holes. NEVER USE FINGERS OR HANDS.

Proceed as follows:

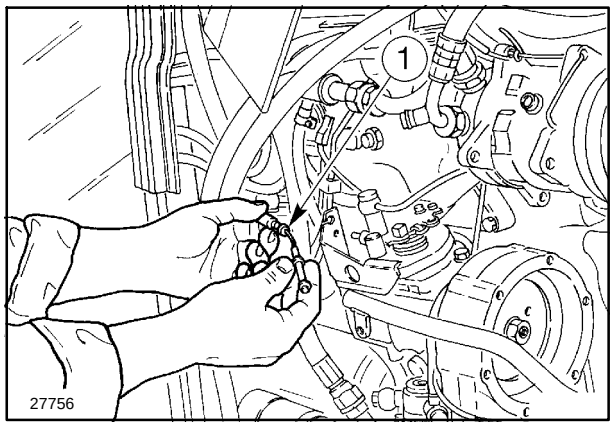
1. Raise the bonnet.
2. Unscrew the retaining bolts and take off the injection pump gearbox cover (2); if there is an air-conditioning system compressor, remove the bracket (1) supporting the compressor.
3. Unscrew and remove the fuel filter.
4. Remove the flywheel inspection window cover (1) and the tappet cover.
5. Rotate the crankshaft to bring cylinder no. 1 to T.D.C. and make sure the valves are closed (compression stroke).
6. Disconnect the throttle control cable (1) from the lever on the injection pump, the engine cut-out electromagnet connection and the connection of the thermometric circuit breaker cutting out starting advance according to temperature (KSB).



225



226

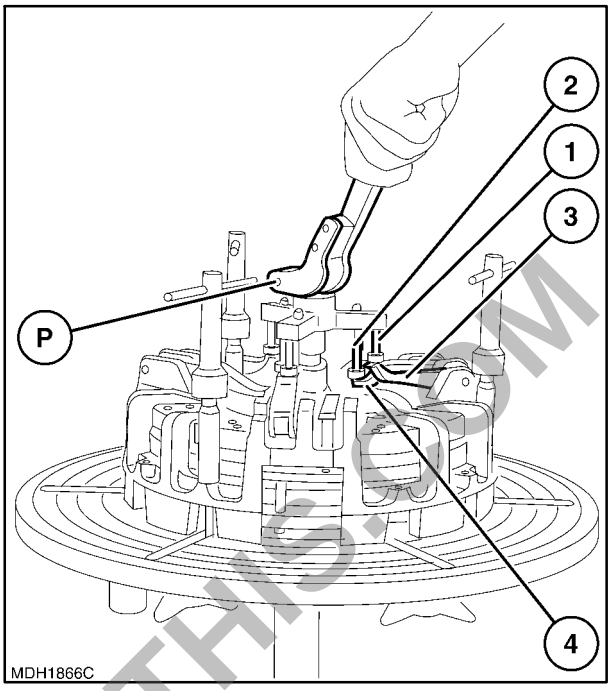


227

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After adjusting the clutch lever, remove the handwheel (L, page 21) for the universal outfit **293650**. Fit the press **380000458** (P) on the plate of the outfit, adjust the length of the screws (1) so they are coplanar and rest on the release levers (3) of the PTO clutch and use the press lever (P), as shown in the figure, checking the PTO clutch gets released.

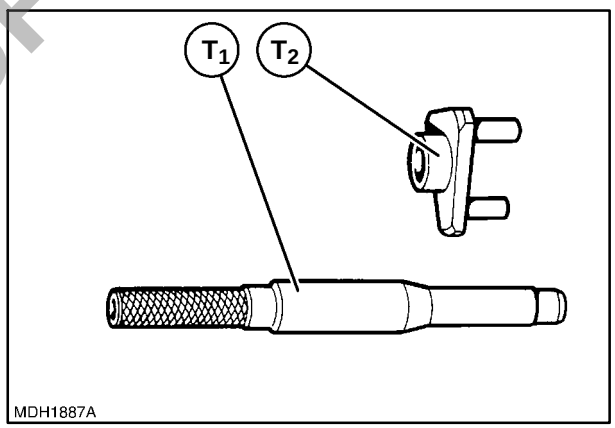
Then rest the screws (2) on the main clutch release levers (4) and check that this clutch gets released.



13

1. Adjustment with clutch fitted on engine flywheel

Insert the pin of the adjustment kit (pin T_1 with gauge T_2) **380000612** (11"/11", mod. TD5.65, TD5.80, TD5.75) or **380000292** (T_1, for 12"/12" clutch, mod. TD5.90 TD5.100 and TD5.110) into the clutch driven disc shaft seats, making sure the end makes contact with the bearing (10, page 6) and press the relevant gauge against it **380000612** (T_2, for 11"/11" clutch, mod. TD5.65, TD5.80, TD5.75) or **380000293** (T_2, for 12"/12" clutch, mod. TD5.90 TD5.100 and TD5.110).



14

Then proceed as follows:

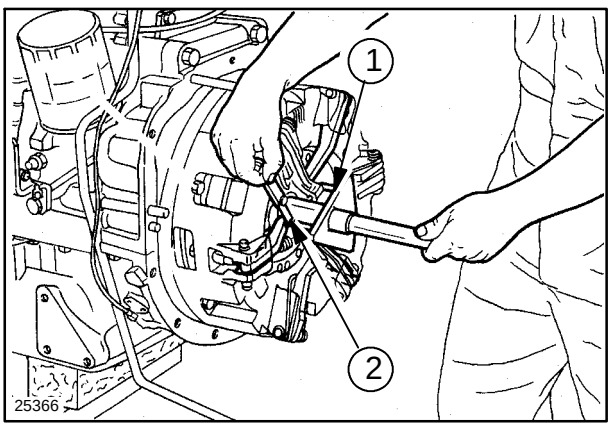
- screw in or unscrew the main clutch release lever adjuster screws so as to create a clearance between the end of the pins of the gauge (1) and the main clutch release levers of:

  0.1 mm (0.0039 in.) for 11"/11" clutch

mod. TD5.65, TD5.80, TD5.75,

  0.1 mm (0.0039 in.) for 12"/12" clutch

mod. TD5.90 TD5.100 and TD5.110

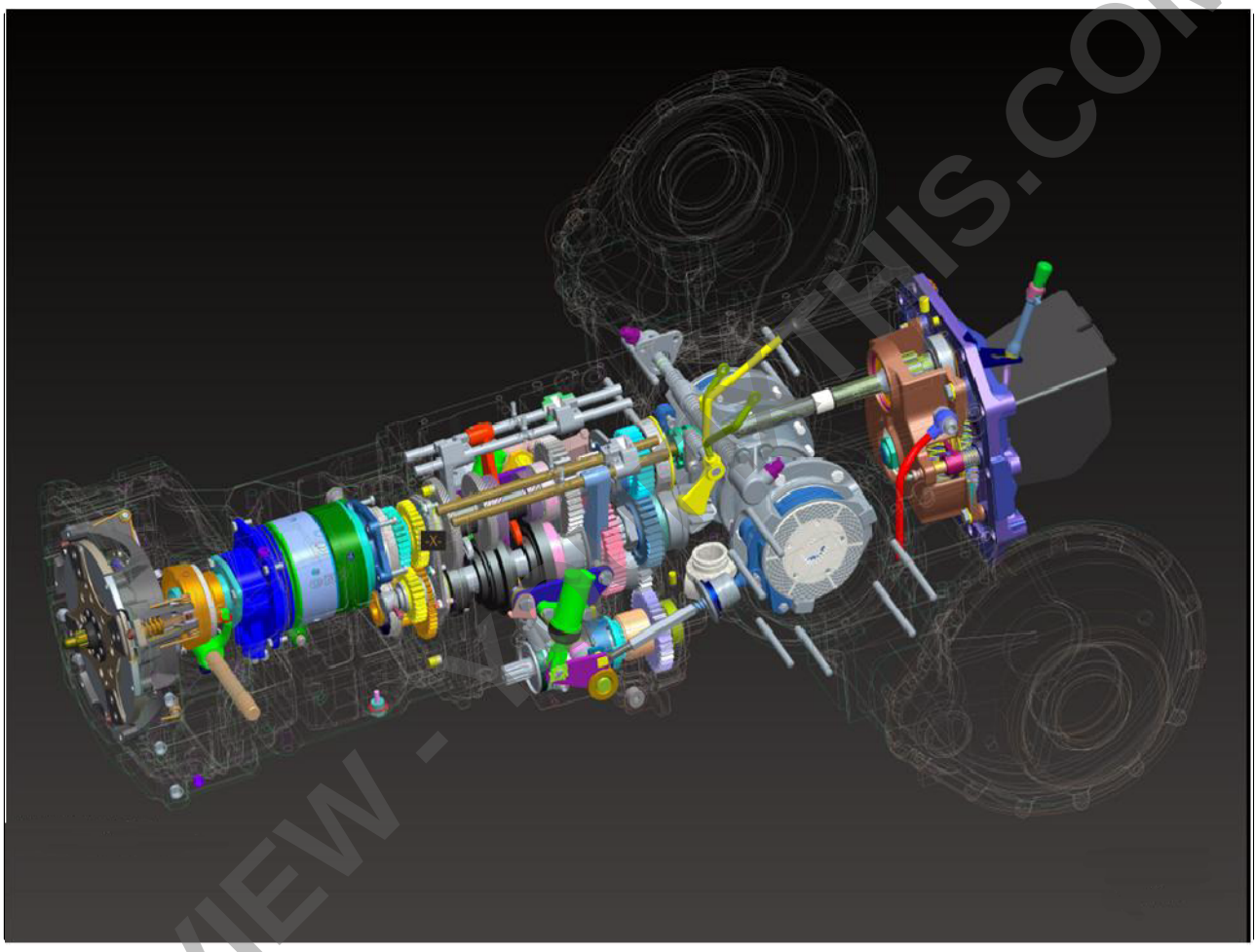


15

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SECTION 21 – TRANSMISSIONS

Chapter 4 – Power Shuttle transmission



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5. Axial movement of each side gear (2) and (5) without shims is given as :

$$G_s \text{ or } G_d = H_1 - H_2$$

where :

Gs = axial movement of LH side gear;

Gd = axial movement of RH side gear;

H_1 and H_2 = distances measured on LH or RH side gear (steps 2 and 3).

The normal clearance envisaged between the sides of the pinion and side gear teeth is 0.15 mm (0.0059 in.) for TD5.65 and TD5.80 models. It is 0.18 mm (0.0071 in.) for TD5.75, TD5.90 and TD5.100 and TD5.110 models.

Bear in mind that the average ratio between the normal clearance of differential pinion–side gear and the equivalent axial movement of the side gears is 1–1.7.

The axial movement of the side gears corresponding to the normal prescribed clearance between the teeth is :

0.15 x 1.7 = **0.25 mm** (0.0059 x 1.7 = **0.0098 in.**) for TD5.65 and TD5.80 models;
0.18 x 1.7 = **0.30 mm** (0.0071 x 1.7 = **0.0118 in.**) for TD5.75, TD5.90 and TD5.100 and TD5.110 models.

Thickness of the spacer rings (1) and (6) to be inserted on the differential box are :

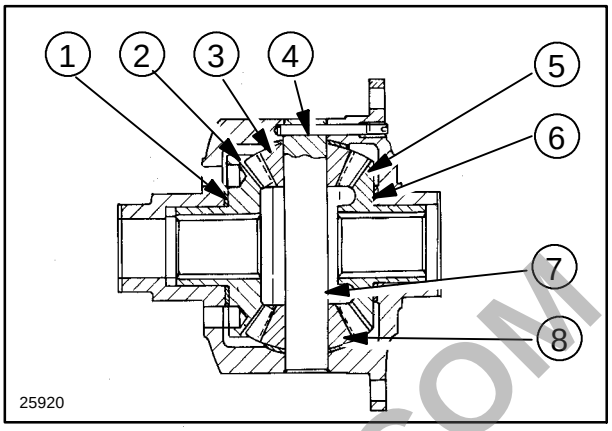
S_s = **G_s - 0.25 mm (0.0098 in.)**
(for LH side gear of TD5.65 and TD5.80 models)

S_d = **G_d - 0.25 mm (0.0098 in.)**
(for RH side gear of TD5.65 and TD5.80 models)

S_s = **G_s - 0.30 mm (0.0118 in.)**
(for LH side gear of TD5.75, TD5.90 and TD5.100 and TD5.110 models)

S_d = **G_d - 0.30 mm (0.0118 in.)**
(for RH side gear of TD5.75, TD5.90 and TD5.100 and TD5.110 models)

Available shims are 1.5 and 1.6 mm to use for the side gear as shown on page 2. Fit shims of the closest thickness for the LH and RH side gears according to calculations).



52

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DESCRIPTION AND OPERATION

SERVICE BRAKES

The service brakes are hydraulic with oil bath discs.

The two control pumps (one for each pedal) are housed in the front section of the cab and are connected to their respective pedals by means of two rods.

These pumps can be actuated either independently or together. If actuated together, the pedals are connected by a pin.

A connecting pipe between the two pumps ensures balanced braking even when the brake discs are not equally worn.

The two control pumps are fed from a single tank located above the pumps.

Refer to the illustrations on page 5. The service brakes are slave cylinder operated. When the left-hand brake pedal (fig. a) is depressed, the master cylinder (MS) sends the oil to the slave cylinder (SL). The brake links (1) move as indicated by the arrows, by the help of slave cylinder (SL) this causing actuator discs to turn, ball (3) in the tapered seats to force the discs apart as shown in detail (c).

As a result, two simultaneous actions compress the brake discs against the differential support (8) and the back up discs, immediately upon releasing the pedal spring (7), pull the actuator (4) back into the rest position (figure b and detail d) and as a result the discs are released. The action is similar when the right-hand brake pedal is pressed (Rd).

The brake discs (one for each rear wheel) are positioned between the rear transmission box and the lateral final drive box and are splined onto the differential output half-shafts.

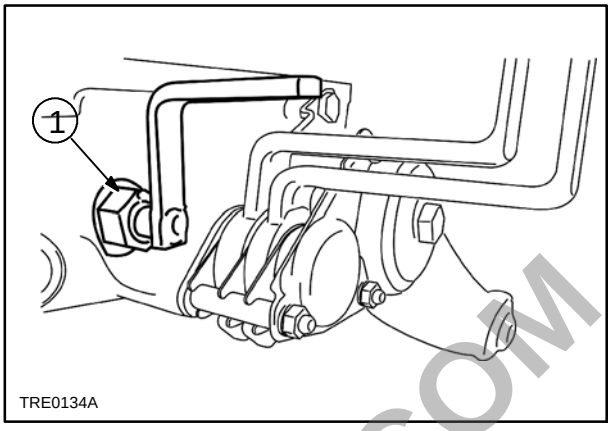
PARKING BRAKE

Refer to the illustrations on page 5. When the hand brake lever (L_m) is pulled, the control cable (14) pulls the control lever (13), at the direction of arrow. Then the brake links (1) acts on the brake discs.

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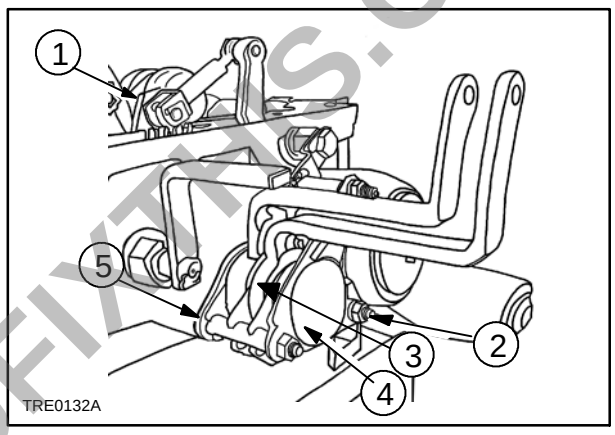
6. Remove the retaining pin from the internal draft lever, unscrew the nut (1), then remove the unit complete with internal linkages and the LIFT–O–MATIC control lever.



31

7. Take off the snap ring and remove the internal position control lever (1).
Unscrew the nuts (2) and remove the spring and fixing bracket (4).

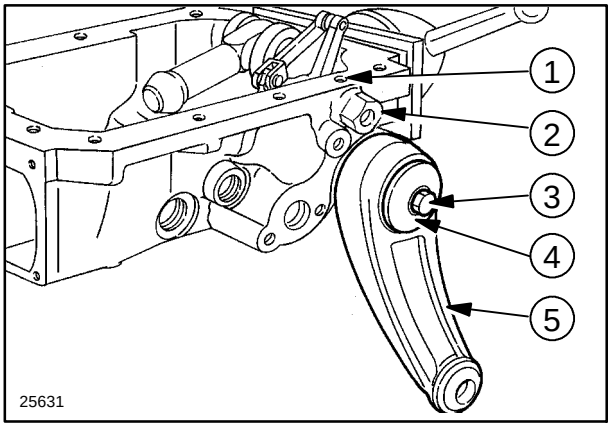
8. Take off the snap ring and remove lever (3), the friction discs, lever (5) and the stud bolts.



32

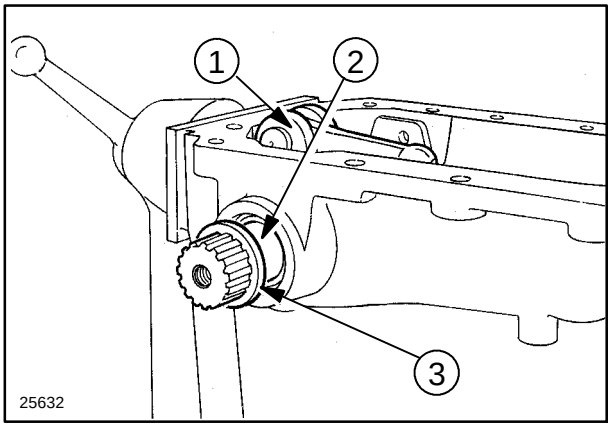
9. Slacken the eccentric pin (2) retaining bolt (1), withdraw the eccentric pin and remove the internal linkage.

10. Unscrew the bolt (3), remove the washer (4), withdraw the lift arm (5) and remove the thrust washer. Repeat on the other lift arm.



33

11. Remove the crimping on the internal arm locking bolt (1) and unscrew the bolt. Withdraw the shaft (2) and remove the seals (3).

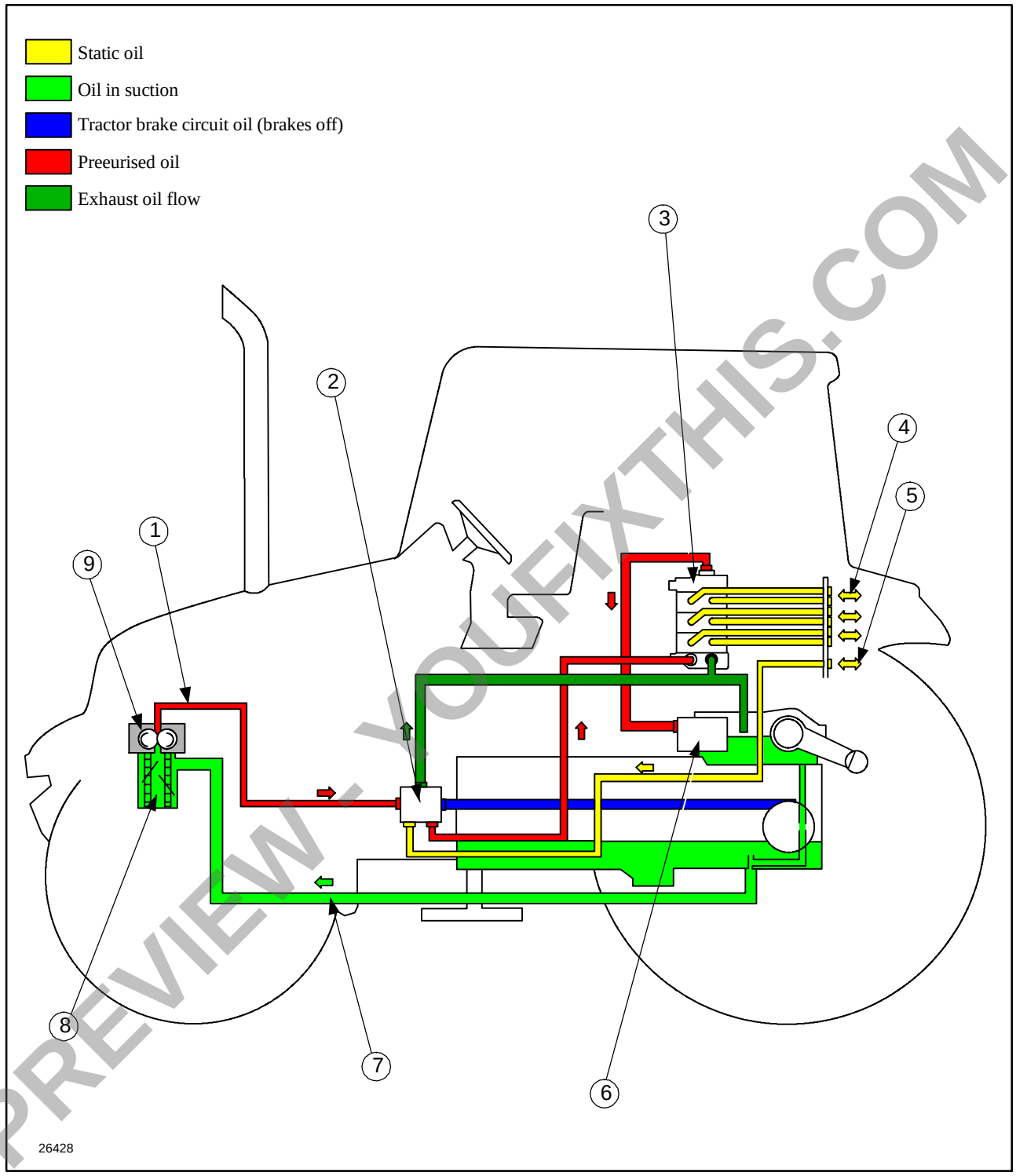


34

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HYDRAULIC DIAGRAM OF TRAILER BRAKE AUXILIARY CONTROL VALVE



2

Diagram of the hydraulic trailer brake circuit

1. Delivery line to control valve (3).
2. Trailer brake control valve.
3. Auxiliary control valves.
4. Auxiliary control valve lines.
5. Trailer brake control valve line.
6. Lift control valve.
7. Suction line.
8. Oil filter.
9. Hydraulic pump.

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SECTION 44 - FRONT AXLE AND WHEELS

Chapter 1 - Front axle and wheels

CONTENTS

Section	Description	Page
44 000	Principal data	1
	Sectional views	3
	Torque settings	4
	Equipment - Fault diagnosis	5
44 101 30	Removal-Refitting-Overhaul	6
44 101 22	Wheel hub disassembly-assembly	9
44 101 46	Stub axle overhaul	16
44 101 80	Checking wheel alignment	20

PRINCIPAL DATA

Type		inverted U-section, telescopic and oscillating at centre
Wheel angle		2 ·, corresponding to 15 mm (0.5906 in.) for 16 in. wheels
Toe-in	mm (in.)	0 - 5 (0 - 0.1969)
Stub axle articulation		
Diameter of stub axle pin (7, page 7) at bushing	mm (in.)	37.961 - 38.000 (1.4945 - 1.4961)
Bore of installed bushings (6)	mm (in.)	38.050 - 38.140 (*) (1.4980 - 1.5016)
Clearance between stub axle pin and relative bushings	mm (in.)	0.050 - 0.179 (0.0020 - 0.0070)
Axle articulation		
Diameter of axle articulation pin (1, page 7)	mm (in.)	37.961 - 38.000 (1.4945 - 1.4961
Bore of installed bushings (6)	mm (in.)	38.050 - 38.140 (*) (1.4980 - 1.5016)
Clearance between stub axle pin and bushing	mm (in.)	0.050 - 0.179 (0.0020 - 0.0070)

(*) Value to be obtained without refacing.

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Check filter connections for leaks (3)

Refer to figure 15 and proceed as follows:

11. To check for leaks at the connections of the previously replaced filter (3) open the yellow service cock (9) on the distillation cylinder (4).

12. Perform a brief recycling operation on the refrigerant contained in the cylinder (19), proceeding as described in the operations 18‰21, on page 23 and check with a leak detector for leaks at the connections of the new filter.

13. Record the operation on the appropriate service report card.

Changing the compressor oil in the recovery/recycling station

Refer to figure 15 and proceed as follows:

Warning –The oil in the compressor of the recovery/recycling station should be replaced with new oil (**code 293825**) every 12 months to maintain the station's refrigerant treatment capacity and to protect the compressor.

---

1. Open cock (13), and drain the oil into a container to be disposed of in accordance with local regulations for waste oil disposal.

2. Close cock (13).

3. Remove the caps from the service valves (14) on the side of the compressor and (13) on the sight glass.

4. Connect the service pipe of the evacuation station (**294030**) to valve (14) and connect a pick–up pipe from kit **294043**to valve (13) on the sight glass.

5. Perform the evacuation operation with the pump in operation. The new oil can be aspirated from an external container by means of the pick–up pipe.

6. Once the compressor has been filled with correct quantity of oil (half–way up the sight glass) close valve (13), disconnect the pick–up pipe, and replace the cap on service valve (13). Continue the evacuation for approx. 30 minutes.

7. On conclusion, close the cocks, switch off the pump, disconnect the service pipe and replace the cap on service valve (14).

8. Record the operation on the appropriate service report card.

EVACUATION/CHARGING STATION (294030)

Description (Refer to figure 17)

The station is designed for the evacuation and subsequent charging of refrigerant in the cab air conditioning systems.

The system must first be evacuated to remove any moisture and impurities.

The new refrigerant from the external cylinder is transferred to the graduated cylinder before being pumped into the air conditioning system.

Technical characteristics

Double–acting, ballasted, rotary vacuum pump (21) in oil bath.

Charging cylinder (31) with maximum level indicator and graduated scale for measurement of quantity of refrigerant.

5–way pressure gauge manifold with 2 pressure gauges (5 and 6) and 1 vacuum meter.

294044 flexible service pipes (17, 15 and 24) with safety cocks:

Power supply: 220V (50 Hz).

Maintenance

Check level and change oil in pump of evacuation/charging station (periodic check)

Refer to figure 16 and proceed as follows:

Periodically check the level and condition of the oil. Drain off the old oil, if necessary, through plug (18). Old oil must be disposed of in accordance with local regulations.).

Remove cap (13) and fill the vacuum pump (21) with new oil of the type indicated by the pump manufacturer up to the half–way line on the sight glass (14).

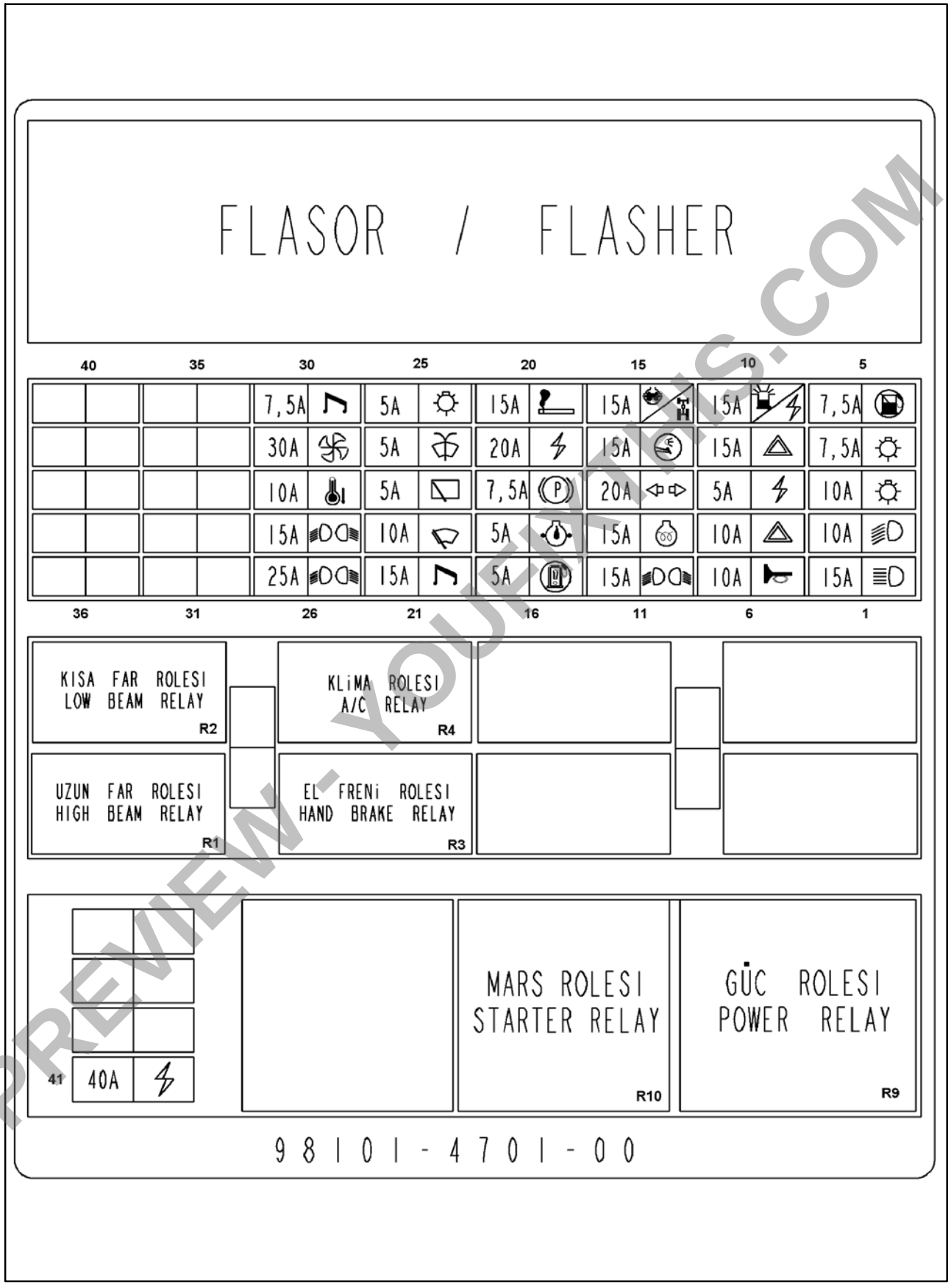
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FUSES AND RELAYS MAIN BOX

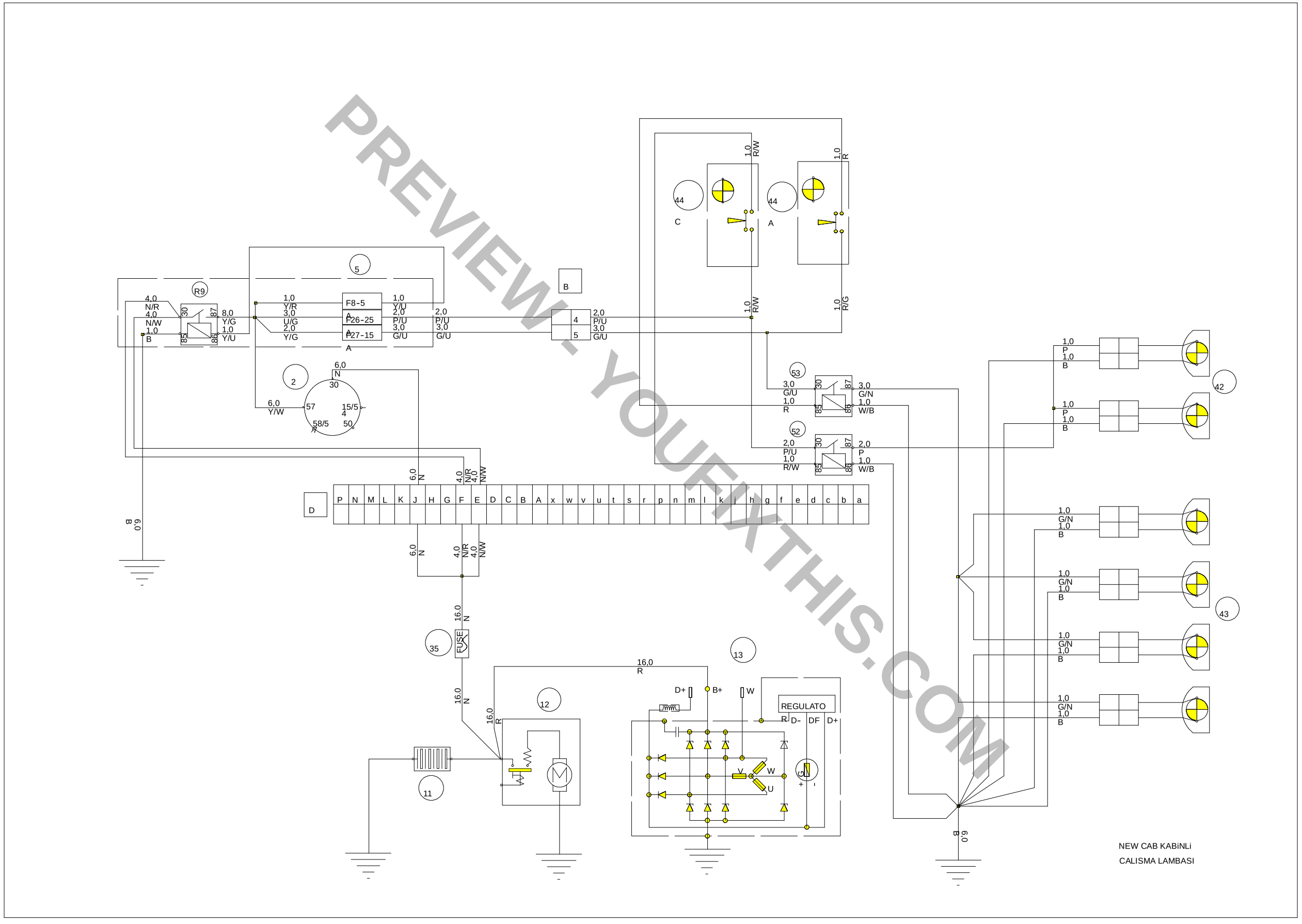


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14

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- WORK LAMP (WITH CAB) CIRCUIT



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