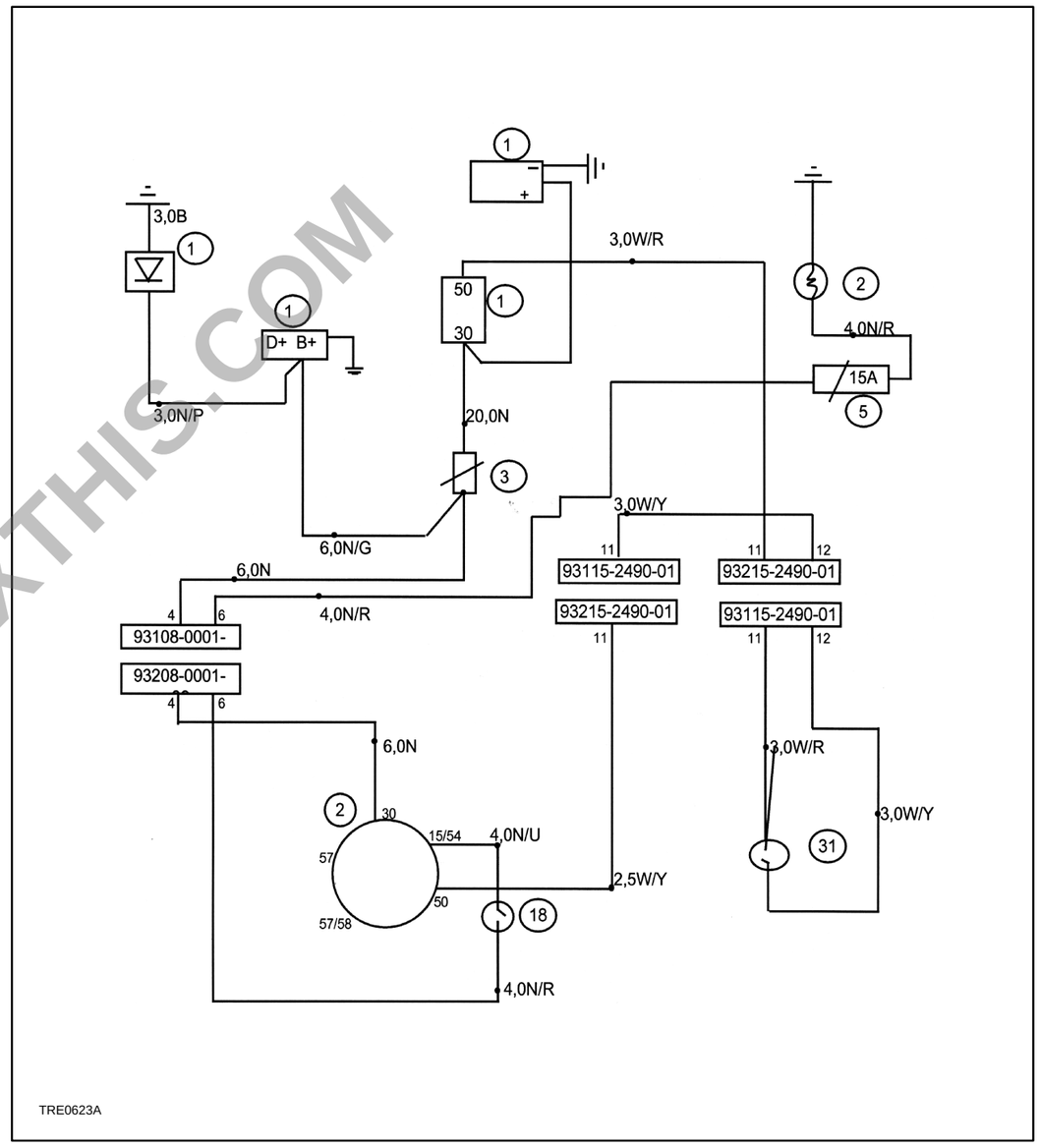


START−UP CIRCUIT

1. Instrument panel
2. Starter switch
3. Turn signal switch
5. Fuse box
18. Thermostart button
31. Starter inhibitor unit

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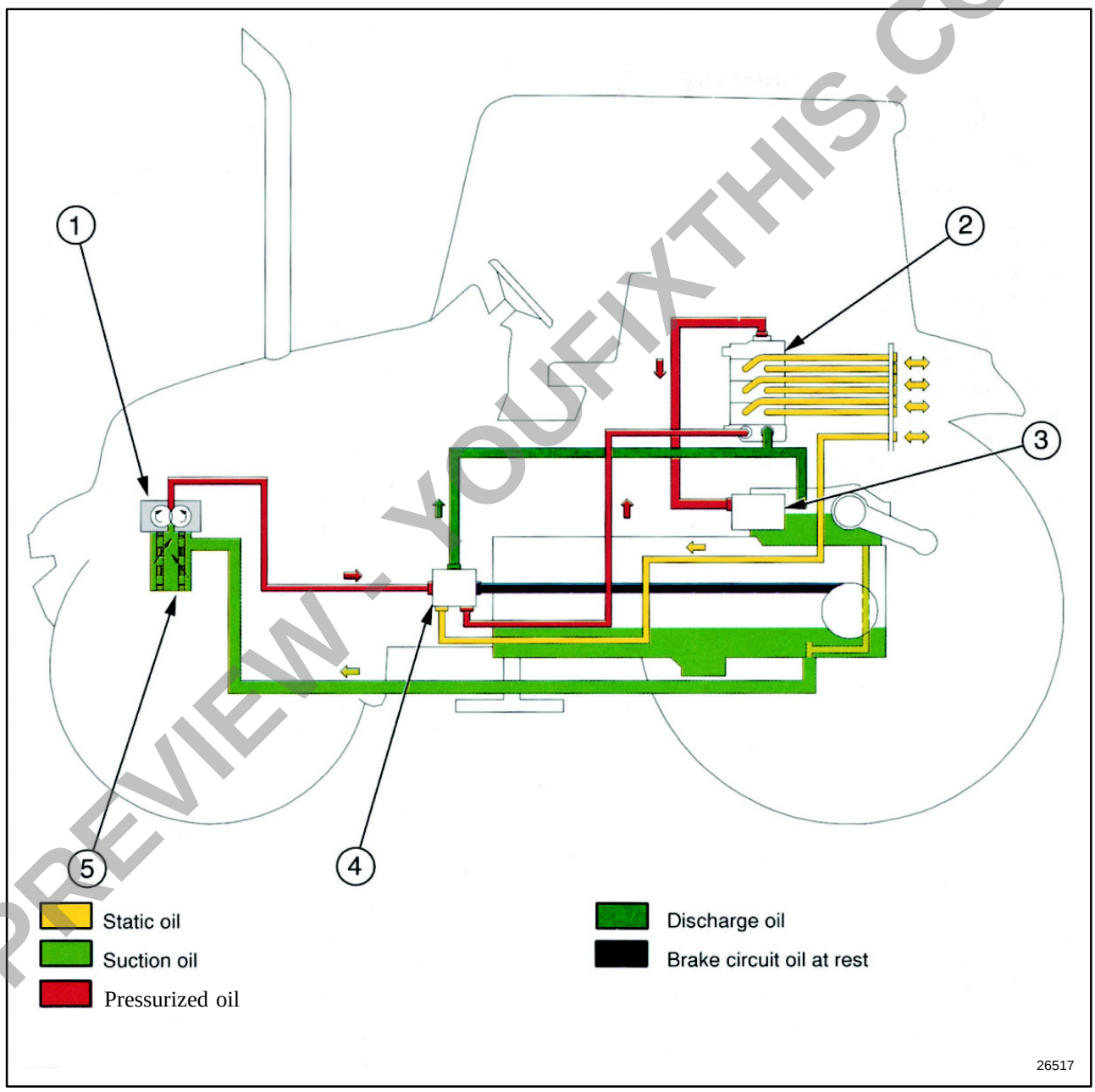
DESCRIPTION AND OPERATION

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.

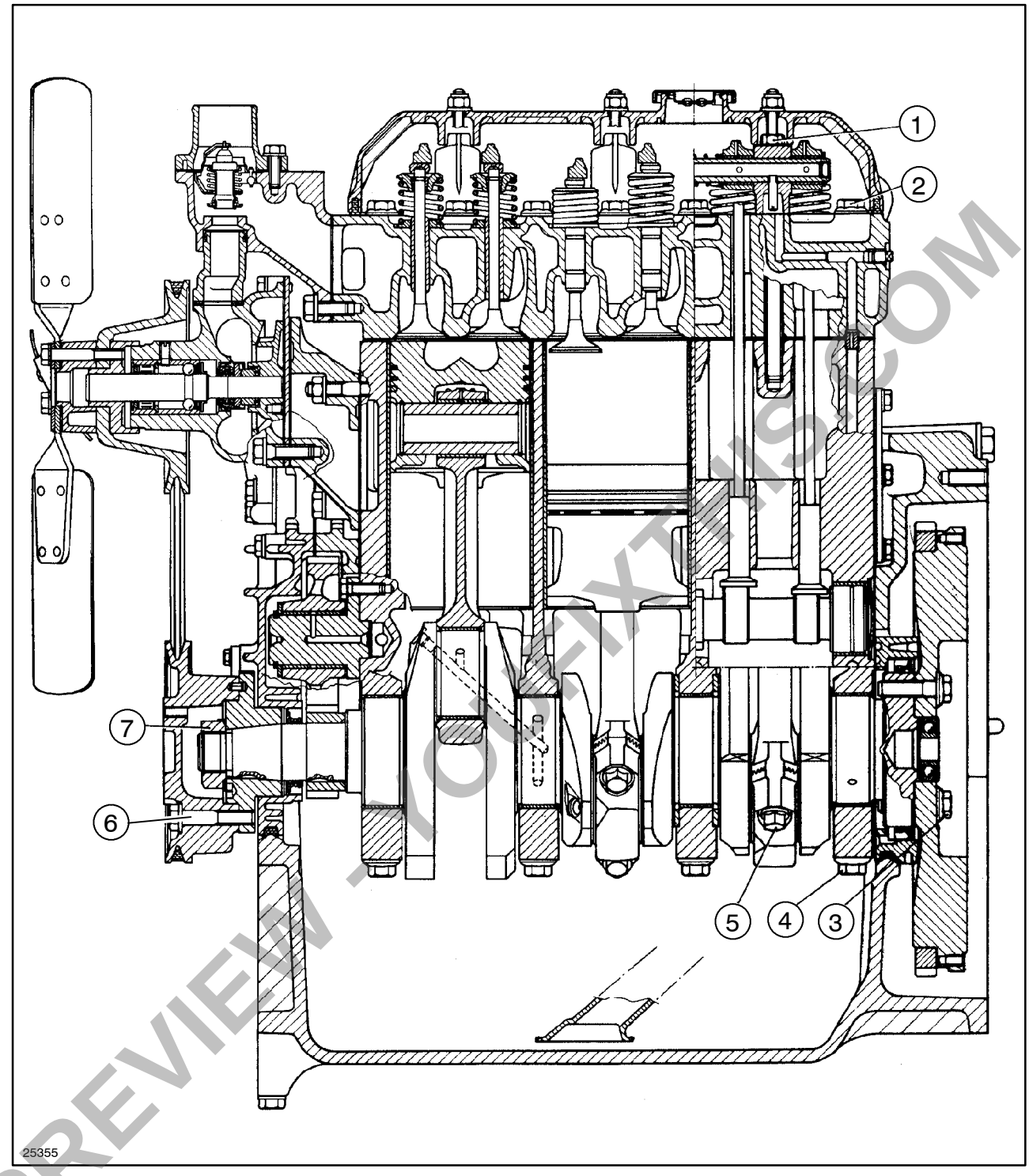


3

HYDRAULIC LIFT CIRCUIT

1. Hydraulic pump.
2. Auxiliary control valves.
3. Hydraulic lift control valve
4. Trailer brake valve.
5. Filter.

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3

Longitudinal section of 3-cylinder model 55 hp and 65 hp

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

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ANGULAR TORQUE DATA

PART	Thread size	Preliminary torque		Angle
		Nm	Inch lb	
Cylinder head bolts (2) fig. 3 or 5	M 12 x 1.25	70	619.55	90° + 90°
Main bearing cap bolts (4) fig. 3 or 5	M 14 x 1.5	80	708.06	90°
Big-end cap bolts (5) fig. 3 or 5	M 11 x 1.5	40	354.03	60°
Flywheel mounting bolts (3) fig. 3 or 5	M 12 x 1.25	40	354.03	60°

TIGHTENING TORQUE DATA

PART	Thread size	Tightening torque	
		Nm	Inch lb
Rocker shaft pedestal bolts (1) fig. 3 or 5	M 8	25	221.27
Crankshaft hub retaining nut (7) fig. 3 or 5	M 30 x 1.5	294	2602.12
Fan and alternator pulley bolts (6) fig. 3 or 5	M 10 x 1.25	55	486.79
Additional counterweight retaining bolts (1) fig. 6 for models 75 hp, 85 hp, 95 hp	M 12 x 1.25	110	973.59
Inlet manifold retaining bolts (1) fig. 68	M 8	25	221.27
Alternator and belt tension adjustment nut (1) fig. 54	M 10 x 1.25	55	486.79
Coolant pump retaining bolts (1) fig. 59	M 10 x 1.25	55	486.79
Nuts for injector mounting studs (1) fig. 138	M 8	25 **(*)**	221.27 **(*)**
Rocker cover nuts (1) fig. 80	M 8	15	132.76
Rocker shaft pedestal bolts (2) fig. 81	M 8	25	221.27
Oil pump and pump cover retaining bolts (1) fig. 89	M 8	25	221.27
Timing gear case and cover bolts (1) fig. 93	M 8	25	221.27
Intermediate flanged journal bolts (1) fig. 96	M 10 x 1.25	55	486.79
Camshaft thrust plate retaining bolts (4) fig. 97	M 8	35	309.77
Rear crankcase cover bolts (2) fig. 117	M 8	25	221.27
Tappet adjuster screw locknuts (1) fig. 137	M 8	22	194.72
Exhaust manifold retaining bolts (1) fig. 64	M 8	25	221.27
Injection pump mounting bolts (2) fig. 249	M 8	25	221.27
Sump pan retaining bolts (4) fig. 86, to			
- inner rear timing cover and gear case	M 10 X 1.25	39 to 49	345.18 to 433.69
- cylinder block and flywheel case			
• models 55 hp, 65 hp, 75 hp and 85 hp	M 10 X 1.25	49 to 59	433.69 to 522.19
• models 95 hp	M 10 X 1.25	49 to 69	433.69 to 610.70

(*) Tighten nuts in two stages: see operation in fig. 141

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ENGINE TROUBLESHOOTING

Problem	Possible cause	Remedy
Engine does not start.	**1.** Battery 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. Injection pump timing incorrect.	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. Thermostart faulty.	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 clearances.
	6. Burnt or cracked valves	Replace 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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GENERAL SPECIFICATIONS	3-cylinder	4-cylinder
Engine type:		
- mod. 55 hp norm. aspirated - type 8035.06.406 (BOSCH pump)	See data page 6-7	-
- mod. 65 hp norm. aspirated - type 8035.05.406 (BOSCH pump)	See data page 8-9	-
- mod. 75 hp norm. aspirated - type 8045.06.406 (BOSCH pump)	-	See data page 10-11
- mod. 85 hp norm. aspirated - type 8045.05.406 (BOSCH pump)	-	See data page 10-11
- mod. 95 hp turbocharged - type 8045.25K.513 (BOSCH pump)	-	See data page 14-15
Cycle	Diesel, 4-stroke	
Fuel injection	Direct	
No. of in-line cylinders	3	4
Cylinder liners	dry force-fitted in cylinder block	
Piston diameter		
- mod. 55 hp	100 mm (3.9370 in.)	-
- mod. 65 hp	104 mm (4.0945 in.)	-
- mod. 75 hp	-	100 mm (3.9370 in.)
- mod. 85 hp	-	104 mm (3.9370 in.)
- mod. 95 hp	-	104 mm (4.0945 in.)
Piston stroke	115 mm (4.5276 in.)	
Total displacement:		
- mod. 55 hp	2710 cm^3 (165.3642 $in.^3$)	-
- mod. 65 hp	2931 cm^3 (178.8496 $in.^3$)	-
- mod. 75 hp	-	3613 cm^3 (220.4653 $in.^3$)
- mod. 85 hp	-	3908 cm^3 (238.4662 $in.^3$)
- mod. 95 hp	-	3908 cm^3 (238.4662 $in.^3$)
Compression ratio	17 to 1 normally aspirated 16.5 to 1 turbocharged	
Maximum power:		
- mod. 55 hp	40.4 kW (55 hp)	-
- mod. 65 hp	44,1 kW (65 hp)	-
- mod. 75 hp	-	51,5 kW (75 hp)
- mod. 85 hp	-	58,8 kW (85 hp)
- mod. 95 hp	-	70 kW (95 hp)
Max. power speed	2500 rev/min	
Max. torque speed: 55 hp model	1500 rev/min	-
Max. torque speed: 65 hp model	1500 rev/min	-
Max. torque speed: 75 hp model	-	1500 rev/min
Max. torque speed: 85 hp model	-	1500 rev/min
Max. torque speed: 95 hp model	-	1500 rev/min
Number of main bearings	4	5
Sump pan	Structural, cast iron	

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ENGINE
Removal - Installation (Op. 10 001 10)

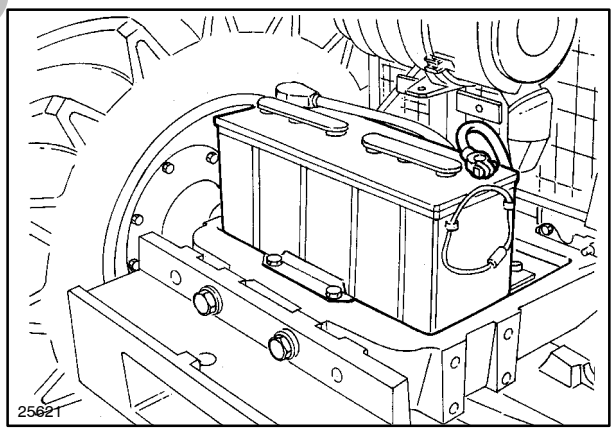
DANGER

Lift and handle all heavy parts using suitable lifting equipment.
Make sure that the load is supported by means of suitable slings and hooks.
Make sure that no-one is standing in the vicinity of the load to be lifted.

CAUTION

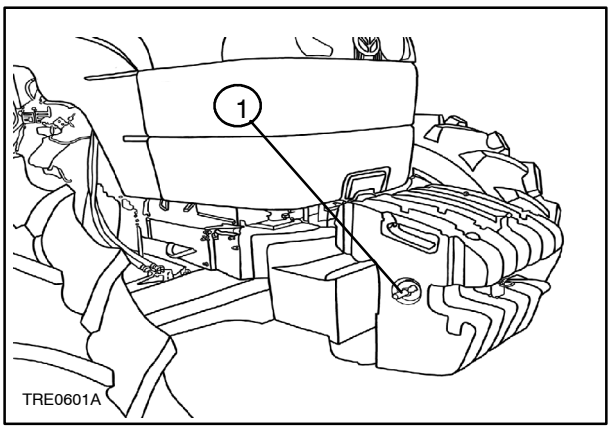
Always use suitable tools to align holes in parts.
NEVER USE YOUR FINGERS OR HANDS.

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



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



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There are five main components of the air conditioning system:

1. **compressor;**
2. **condenser;**
3. **receiver-drier;**
4. **expansion valve;**
5. **evaporator.**

To understand the operating cycle of the system, follow the flow of the refrigerant starting from the compressor (1).

The compressor draws in refrigerant in vapour form at a pressure of 0.5 ÷ 3 bar (7.25 ÷ 43.51 psi) and it compresses it to a pressure of 16 ÷ 24 bar (232.06 ÷ 348.09 psi).

The refrigerant, heated by compression to hot vapour with a temperature of 60÷120 °C (140÷248 °F), enters the condenser coil (2) located forward of the engine radiator.

The air flow passing over the condenser fins and tubes produced by the forward movement of the tractor cools the refrigerant.

This action cools the refrigerant to the point of condensation between 40÷60 °C (104÷140 °F) (depending on the ambient temperature) which thus changes its state from a vapour to a liquid.

The refrigerant, in liquid state at high pressure, is purified by passing through the receiver-drier (3) from where it flows to the expansion valve (4), which restricts the flow of refrigerant and thus reduces its pressure.

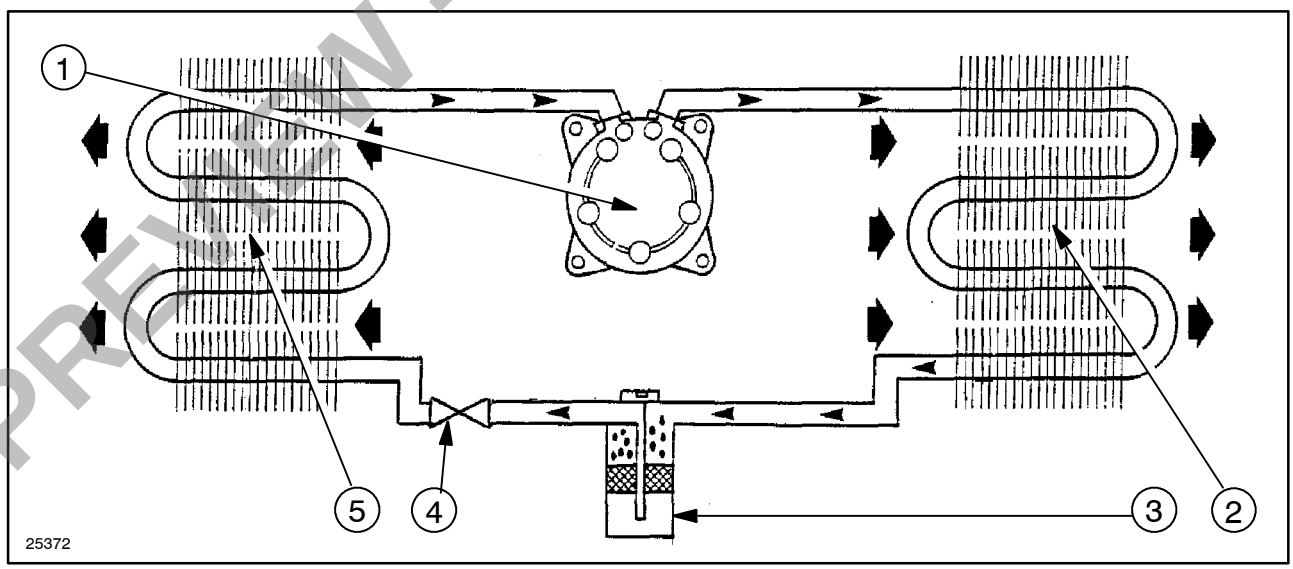
As it passes through the expansion valve (4), part of the refrigerant is transformed into vapour and the low temperature mixture of vapour and liquid thus formed enters the evaporator (5).

Here the electric fan causes a continuous circulation of the cab air over the fins of the evaporator (5), helping the refrigerant to absorb heat from the air and thus change completely from a liquid to vapour.

The evaporation process removes heat from the air passing over the evaporator (5) and thus reduces the temperature inside the cab.

The flow of air over the cold surface of the evaporator (5) also condenses some of the moisture in the air and therefore reduces the humidity in the cab.

On leaving the evaporator (5) at 0÷15 °C (32÷59 °F), the low pressure mixture is aspirated by the compressor (1) to repeat the cycle.



2

Simplified system diagram

1. Compressor.
2. Condenser.
3. Receiver-drier.
4. Expansion valve with thermostatic sensor.
5. Evaporator.

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CONSUMABLES

COMPONENT TO BE FILLED OR TOPPED UP	QTY dm^3 (litres)	QTY Imp gal	NEW HOLLAND RECOMMENDED PRODUCT	INTERNALD SPECIFICATION
Cooling system: without cab: TD55, TD65 HP models ..... TD75, TD85, TD95 HP models .... with cab: TD55, TD65 HP models ..... TD75, TD85, TD95 HP models	 12 14 14 16	 2.64 3.08 3.08 3.52	Water & liquid **AMBRA AGRIFLU** **50 %/0 + 50 %/0** (NH 900 A)	-
Windscreen washer bottle	2	0.44	Water & cleaning liquid	-
Fuel tank	90	19.80	Decanted, filtered disel fuel	-
Engine sump: .. without filter TD55, TD65 HP models ..... TD75, TD85, TD95 HP models .... with filter: TD55, TD65 HP models ..... TD75, TD85, TD95 HP models	 6.7 11.0 7.3 11.7	 1.47 2.42 1.60 2.57	**AMBRA SUPER GOLD** Oil **SAE 15W - 40** (NH 330G) or **SAE 10W - 30** (NH 324G)	API CF - 4SG CCMC D4 MIL-L-21041-E LEVEL
Brake control circuit	0.4	0.09	**AMBRA BRAKE LHM** Oil (NH 610A)	ISO 7308
Hydrostatic steering circuit	2.0	0.44		
Front axle: - axle housing: TD55, TD65 HP models ..... TD75, TD85, TD95 HP models .... final drive (each): TD55, TD65 HP models ..... TD75, TD85, TD95 HP models	 4.5 7.0 0.8 1.25	 1.0 1.54 0.18 0.27	**AMBRA MULTI G** Oil (NH 410 B)	API GL4 ISO SAE 10W-30
Rear axle (bevel drive, final drives and brakes), transmission, hydraulic lift, power take-off and hydrostating steering: TD55, TD65 HP models ..... TD75, TD85, TD95 HP models ..... - wirth syncro-reverser: TD55, TD65 , TD75, TD85 and TD95 HP models	 49 55 55	 10.78 12.1 12.1		
Front wheel hubs	-		Grease **AMBRA GR9** (NH 710 A)	NLGI 2
Grease fittings	-			

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NEW HOLLAND

Repair Manual – TD Series Tractors

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 **Chapter 1**

Section	Description	Page
10 000	General specifications	2
	Data	5
	Torque settings	24
	Tools	25
	Cross-sectional views	28
	Lubrication and cooling system diagrams	32
	Troubleshooting	35
10 001	Removal – Installation – Overhaul	39
	Checks, dimensions and repairs	80

CLUTCH **SECTION 18**

Clutches **Chapter 1**

Section	Description	Page
18 000	General Characteristics	1
	Tightening Torques	2
	Tools	3
	Sectional views	3–6
	Clutch Troubleshooting	7
18 110 10	Removal – Refitting	8–15
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(overleaf)

12. DELIVERY PROGRESSION

Rev/min	Delivery per 1000 shots: cm^3
1400	0 to 3
1300	41.1 to 42.1
1250	52.5 - 57.5
1200	53.5 - 58.5
800	61.2 to 62.2
450	56

13. DELIVERY CHECK AT IDLE SPEED

Rev/min		300	370	
Delivery per 1000 shots cm^3	cm^3	9.2 - 10.2	1.5 - 4.5	

Note: the values shown above in brackets must be used for checking purposes only.

14. MECHANICAL ZERO CAPACITY (STOP)

rev/min	Voltage (volt)	Delivery per 100 shots: cm^3

15. ELECTRICAL ZERO CAPACITY (STOP)

rev/min	Voltage (volt)	Delivery per 100 shots: cm^3
300	12	0 to 3

16. AUTOMATIC START CAPACITY SUPPLEMENT

rev/min	Delivery per 100 shots: cm^3

BENCH TEST PERFORMANCE DATA

Test conditions

Fixed advance before TDC cylinder No. 1 in compression stroke: (see previous page)

Relative humidity $70^{o}/_{o} \pm 5$.

Engine without fan, air filter and exhaust silencer.

Ambient temperature 25 °C.

Atmospheric pressure: 740 ± 5mm Hg (at altitude of Turin).

Specific gravity of diesel fuel 830 ± 10 g/litre.

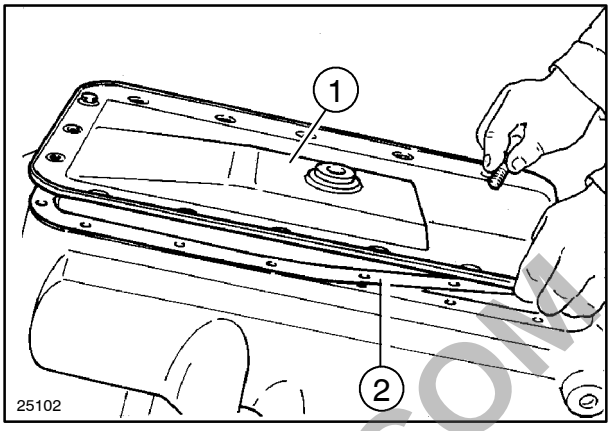
Throttle lever position	Braking load applied	Engine speed rev/min	Power output with engine run-in for a total of: 2 hours kW (hp)	Power output with engine run-in for a total of: 50 hours kW (hp)	Fuel consumption kg/h
Maximum	For maximum power output	2500	≥55	56,2 - 59,6	12.9 - 13.7
Maximum	For maximum torque	1500	≥39.3	40.2 - 42.7	8.8 - 9.4
Maximum	None (no-load)	2725 ± 25	-	-	-
Minimum	None (no-load)	650 ± 25	-	-	-

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39. Turn the engine upside down on the rotary stand. Remove the sump pan bolts, the sump pan (1) and its gasket (2).

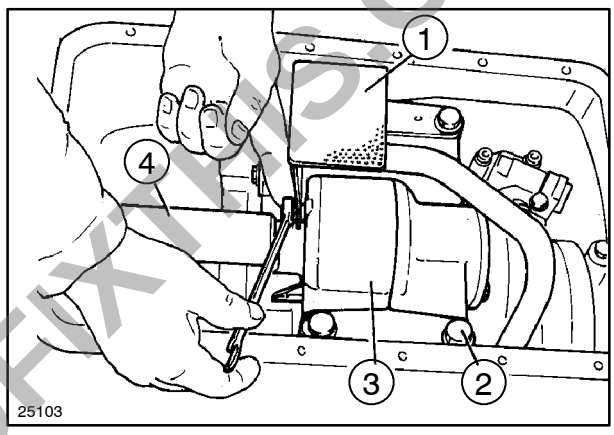


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40. Unscrew the retaining bolts and remove the oil pick-up pipe (1) complete with the strainer and seal.

41. Unscrew the retaining bolts (2) and free the counterweight housing (3) by moving it outward. Remove the sleeve coupling (4) and housing.

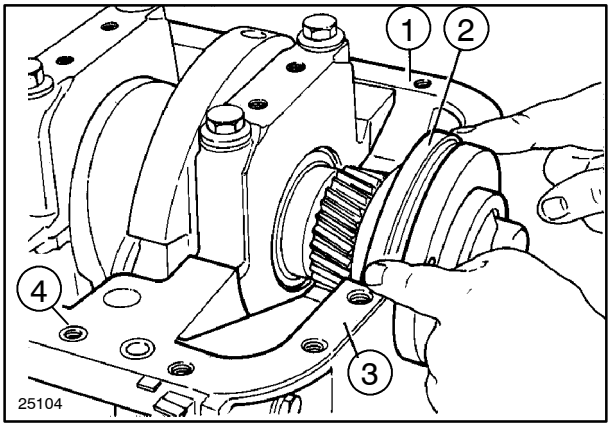
NOTE: Operations **39**, **40** and **41** are to be carried out on 4-cylinder models only. For dismantling and assembly of the rotating counterweight dynamic balancer see pages 67 to 68.



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42. Unscrew the sump pan retaining bolts (4) and remove the sump pan using a hoist, lifting hook **290740** and lifting chain with eyeholes.

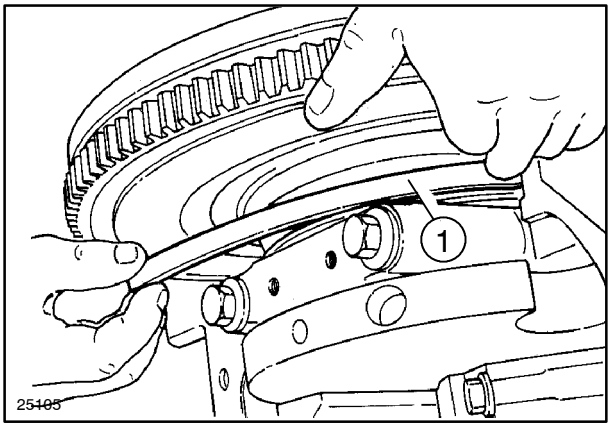
43. Remove the half-gaskets (1) and (3) between the crankcase and sump pan and the gasket (2) between the timing gear carrier and sump pan.



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44. Remove the gasket (1) between the flywheel carrier and the sump pan.

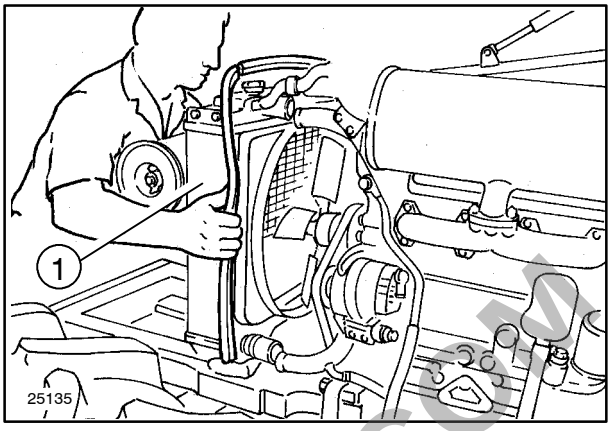
NOTE: When relocating gaskets (1) and (3) (fig. 86), apply RHODORSIL CAF1 silicone sealing compound to the mating surfaces.



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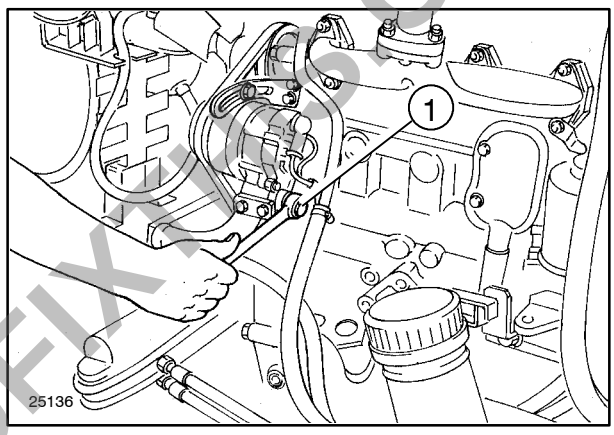
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15. Remove the radiator (1) and the upper rubber mountings.



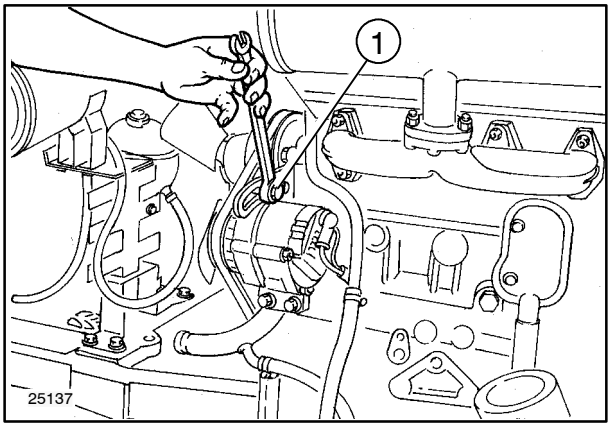
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16. Loosen the alternator pivot bolt (1).



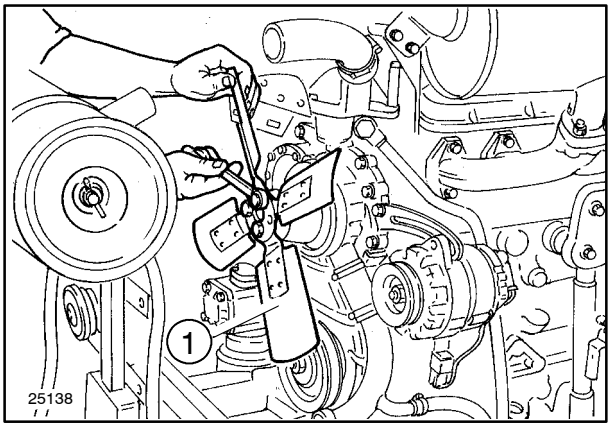
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17. Loosen the belt tension adjuster bolt (1) and remove the belt.



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18. Remove the radiator fan (1).



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TOOLS

WARNING: The operations described in this section can only be carried out with the **ESSENTIAL** tools indicated by an **(X)**.

To work safely and efficiently and obtain the best results, it is also necessary to use the recommended specific tools listed below and certain other tools which are to be made according to the drawings included in this manual.

List of specific tools required for the various operations described in this section.

X	**292320**	Tractor dismantling stand.
	290740	Engine lifting hook.
	290090	Revolving engine service stand.
	293860	Set of engine mounting brackets for revolving stand **290090**.
X	**291309**	Compression test kit (complete with dummy injector **293862**).
	291966	Digital rev counter.
	291979	Digital temperature gauge.
	292870	Engine oil pressure test kit.
	293240	Check set, turbo charger (95 Hp).
	293679	Filter cartridge removal tool.
X	**296118**	Drive belt tension test tool.
X	**291160**	Piston ring pliers.
X	**291048**	Piston ring clamp.
X	**292248**	Protractor for angular torque measurement.
X	**291504**	Puller for crankshaft pulley hub.
X	**291883**	Wrench for valve clearance adjustment.
X	**291046**	Drift for valve guide extraction/ installation.
X	**294027**	Twist bit for enlarging valve guide bore.
X	**294028**	8° Tapered grinder for swaging exhaust valve guides.
X	**293231**	Bush for valve guide installation (with **291046**)
X	**291177**	Valve guide reamer
X	**291050**	Valve spring compressor
X	**293270**	Set of grinding tools for regrinding injector seat.
X	**291182**	Puller for coolant pump impeller.
X	**293280**	Drift for installation of coolant pump impeller seal.
	293786	Wrench for injection pump delivery line unions.
	293671	Injector cleaning kit.
	293760	Injector splitting support.
X	**293761**	Wrench set for injector dismantling.
	293780	Injection check hand pump.
	290284	Hand pump for injector calibration test.
	293830	Adaptor for injector removal (with **292927**).
	292927	Slide hammer.

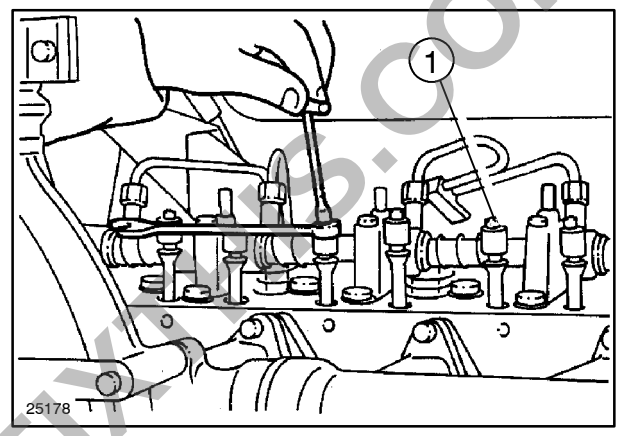
Injection pump bench test

	291754	Dial gauge (1/100mm scale, 5 mm stroke, ∅ 40mm with **291755**).
	291755	Device for BOSCH injection pump timing on engine.
X	**295042**	Extractor for injection pump drive gear.

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ADJUSTING VALVE/ROCKER ARM CLEARANCE (Disassembly operation 34)

— Before refitting the rocker cover, adjust the valve clearances as described on pages 128 - 130.
— Tighten the rocker arm adjuster screw locknuts (1) to the torque specified on page 24.

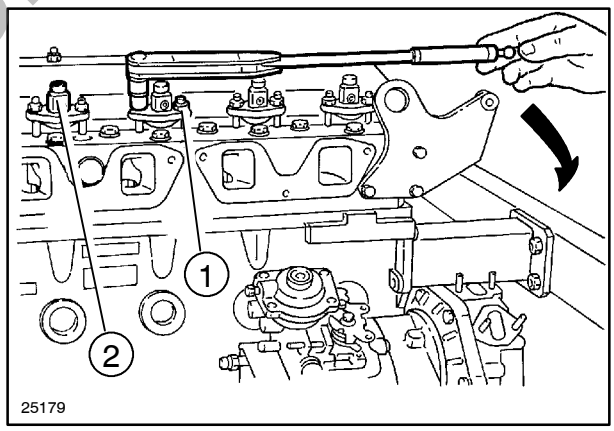


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FITTING THE INJECTORS (Disassembly operation 33)

Proceed as follows:

— Insert the injectors (2) in their respective bores.
— Position the injector support brackets and fit the spherical washers.
— Screw the bracket retaining nuts (1) up to the spherical washers, then tighten to the torque specified on page 24 in two stages:
1st. stage - tighten nuts to 10 Nm (88.51 Inch lb);
2nd stage - tighten nuts to 25 Nm (221.27 Inch lb).



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— Tighten the leak-off pipe unions.
— Tighten the high-pressure fuel line unions.

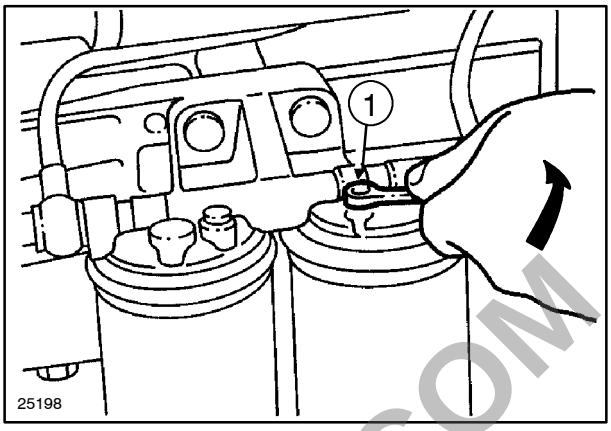
ADJUSTING COOLING SYSTEM BELT TENSION (Disassembly operations 3 - 6)

NOTE: Tension the belt correctly as described on page 101.

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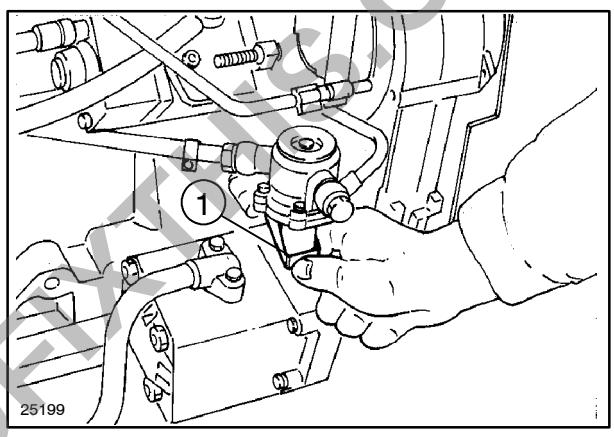
BOSCH INJECTION PUMP
Air bleeding

1. Unscrew the plug (1) on the first filter.



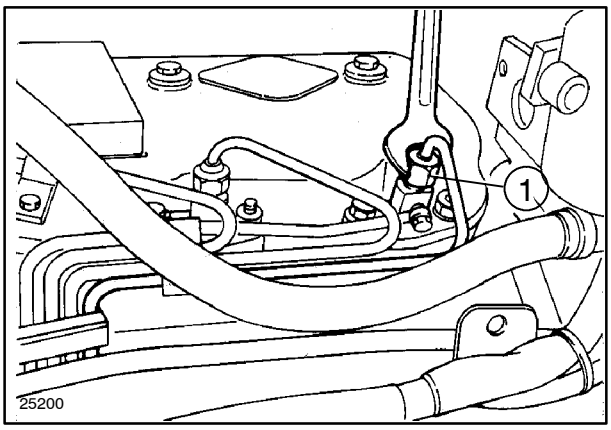
260

2. Operate the priming lever (1) fig. 261 on the fuel supply pump until the fuel coming out of the filter orifice is free of bubbles, then replace and tighten plug (1) fig. 260.



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3. Slacken the fuel line unions (1) on the injectors, start the engine and then re-tighten the union (1) when the fuel flows out free of bubbles.

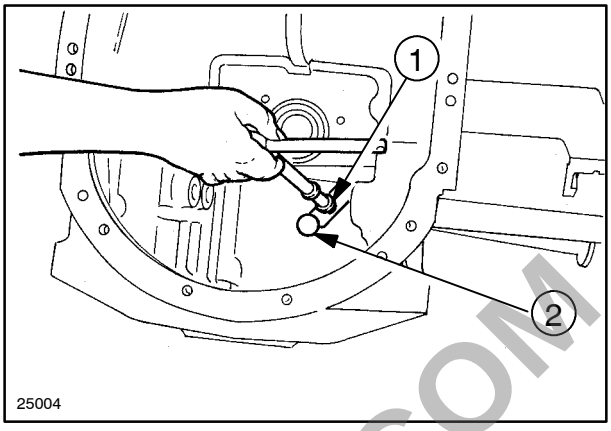


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12. Relieve the staking and unscrew bolt (1) securing the stop plate for the journal of the reverser driven shaft (2) and the intermediate gear journal, removing the latter from the rear of the casing.



15

13. Refitting of the synchroniser reverser according to the following instructions :

— Refer to the illustrations on pages 5 and 6 to check the correct orientation of the various parts.

— Refer to the torque settings on page 2.

— Install the intermediate gear journal complete with the various associated parts, and the journal of the reverser driven gear and secure with the relative stop plate and bolt.

— Fit the sliding sleeve control forks on the relative clutch control levers and fix the previous to the latter.

— Fit the sliding sleeve cover and its support.

— Fit the sliding sleeve assembly to the relative support and secure with the springs.

— Insert the reverser driving shaft from the rear of the casing and fix it to the clutch / reverser casing with the circlip.

— Position the reverser driving gear complete with bearings on the driven shaft.

— Fit the reverser driving gear complete with the bearings and spacers.

— Fit the synchroniser assembly complete with control forks, rod, thrust washers and bearing, and fix in position with the relative circlip.

— Fit the detent ball, spring, and bolt in the locked position after covering the bolt using one of the sealants listed on page 1, Sect. 00.

— Position the internal lever and link lever and fix with the relative spring pin.

— Remove the clutch / reverser casing from the stand **290090**.

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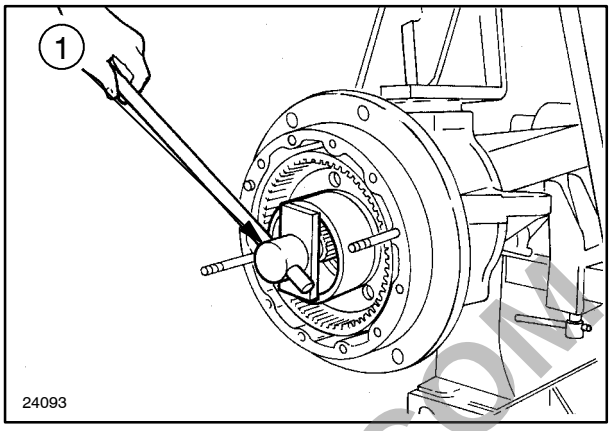
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WHEEL HUB BEARING ADJUSTMENT:

proceed as follows:

- Install wheel hub and fixed gear unit onto the steering knuckle;

- Using a torque wrench and lock ring wrench **293837**, progressively tighten the lock ring (C6) (page 8) to 147 - 196 Nm (1301.06 - 1734.75 inch lb). While tightening the lock ring, rotate the hub to settle the bearings.



60

- Fully slacken the lock ring and retighten to 59 Nm (522.19 inch lb) while rotating hub.

- Secure the lock ring by bending over a lockwasher tab (if necessary, further tighten the lock ring to align a slot with the tab)

- Turn the hub by hand to check for excessive play or binding.

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TRANSMISSION-GEARBOX

Adjusting the position of the differential lock engagement sleeve

WARNING

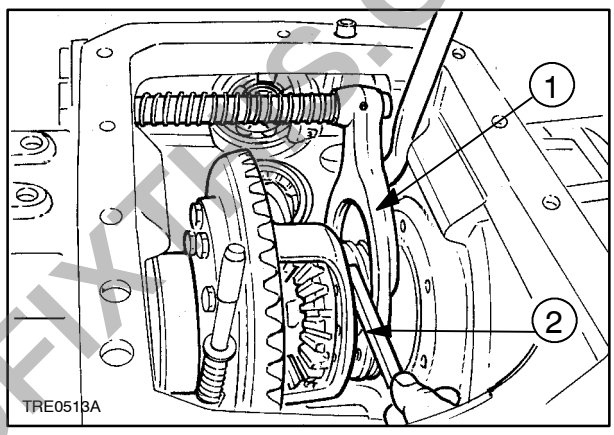
Use appropriate tools to align the holes. NEVER USE YOUR FINGERS OR HANDS.

Proceed as follows :

38. Mount the differential release device without the adjuster shim.

39. Insert gauge **50041** (2) fig. 5, with the 8.1-8.2 mm (0.3189-0.3228 in.) shim between the sleeve and the differential box so that it touches the sliding surface of the sleeve on the box.

40. Use a suitable lever (2) acting on the fork (1), bring the sleeve into contact with the gauge **50041** and the differential box.

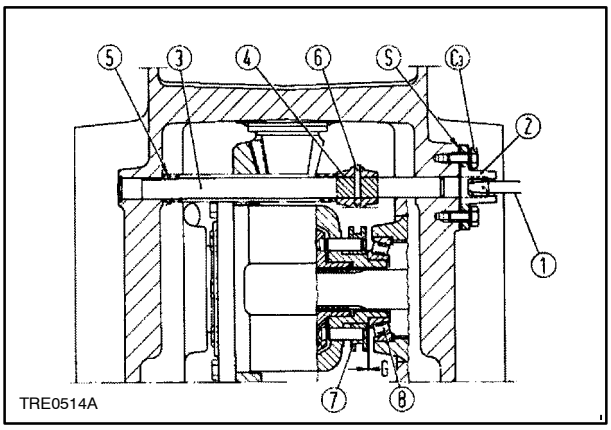


95

41. Clearance (G) measured between the differential lock sleeve (7) and differential bearing (8) should be as follows:

55 and 65 hp: 2 mm (0.0787 in.).
75, 85 and 95 hp: 0.5 mm (0.0197 in.).

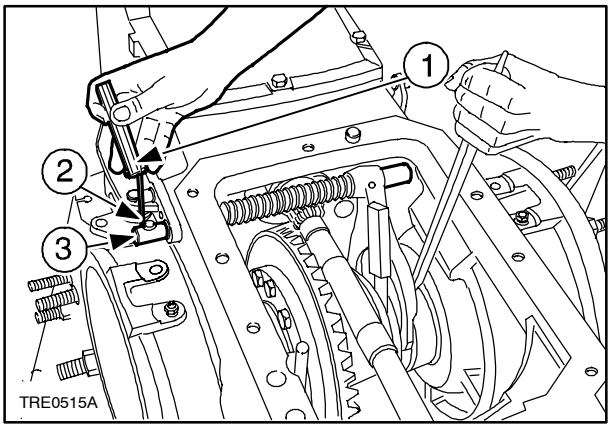
G. Clearance between sleeve and bearing (mm)
C_3. Capscrew (mm)
1. Differential lock lever
2. Lever support
3. Fork control rod
4. Fork
5. Retun spring
6. Control pin



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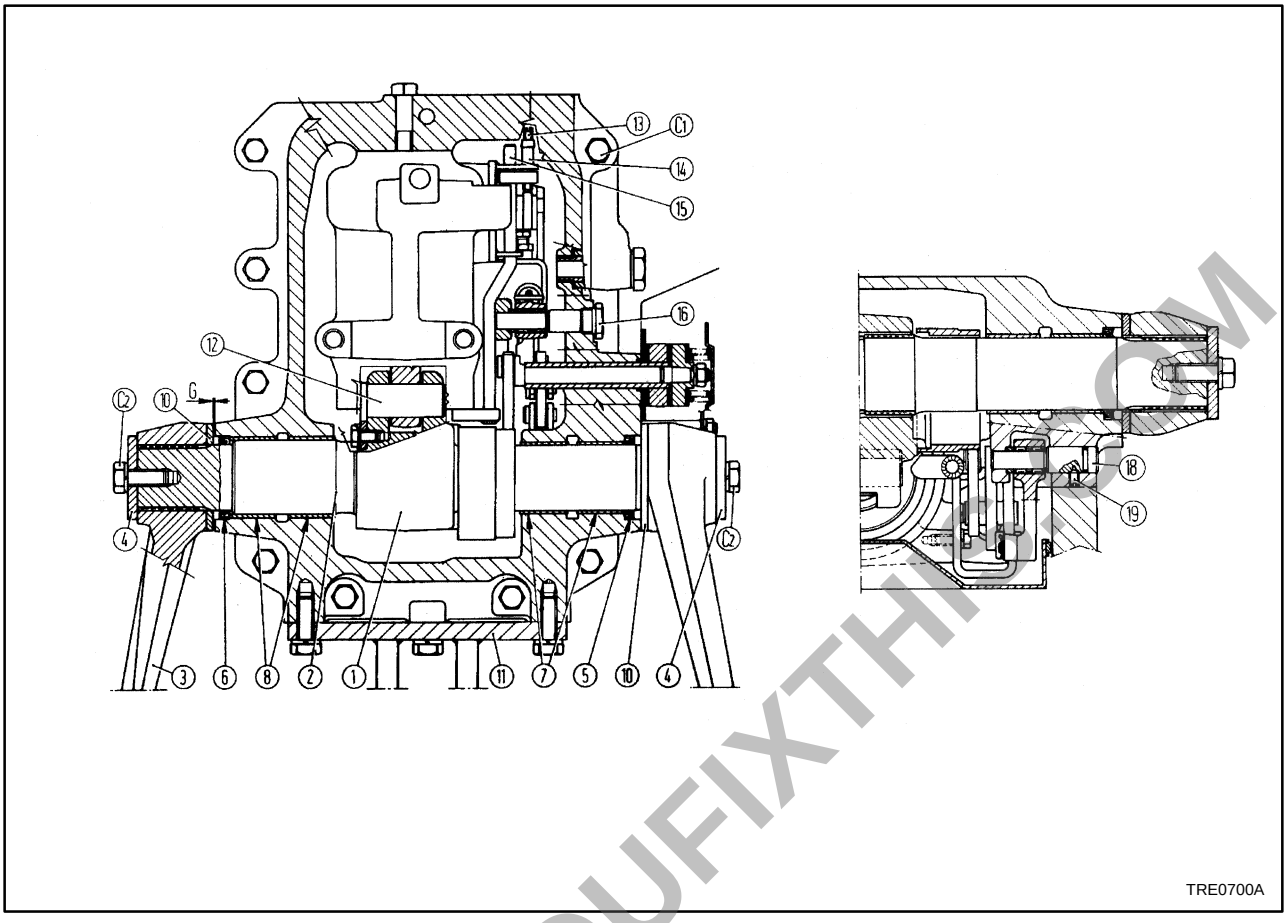
42. Use a feeler gauge (1) to measure the clearance between the control pin (2) and its seat on the rod (3).

43. Place the required shim underneath the differential release device and secure it with the bolts.



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1

Sectional drawing of lift

C_1 Lift capscrews
C_2. Thrust plate capscrews.
G = 0,2 to 1,4 mm. Shaft end float.
1. Inner arm.
2. Cross shaft.
3. Link arm.
4. Arm thrust plates.
5. R.H.Seal.
6. L.H.Seal.
7. R.H.Bushing.
8. L.H.Bushing.
10. Thrust washers.
11. Top link support.
12. Piston rod pin.
13. Travel limit adjusting screw.
14. Travel limit adjusting screw locknut.
15. Travel limit control rod.
16. Control valve link pin.
18. Draft control inner lever pivot.
19. .Set screw

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REMOVAL − REFITTING − OVERHAUL OF REAR MECHANICAL HYDRAULIC LIFT ASSEMBLY

REAR HYDRAULIC LIFT ASSEMBLY

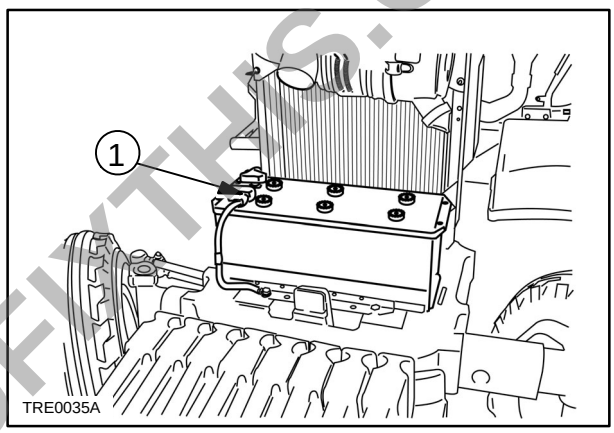
Removal−Refitting (Op. 35 110 30)

DANGER

Lift and handle all heavy parts using suitable lifting equipment with sufficient hoisting capacity.
Check that the assemblies or parts are held firmly and supported by suitable slings and hooks. Make sure nobody is standing near to the load.

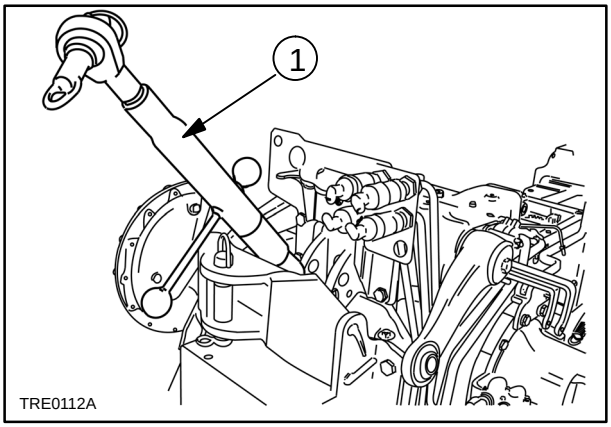
To remove the hydraulic lift assembly from the rear transmission casing, proceed as follows.

1. Disconnect the negative cable (1) from the battery.



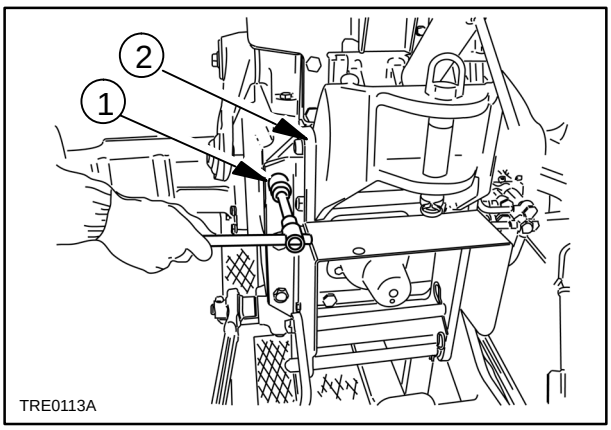
1

2. Remove the top link (1).



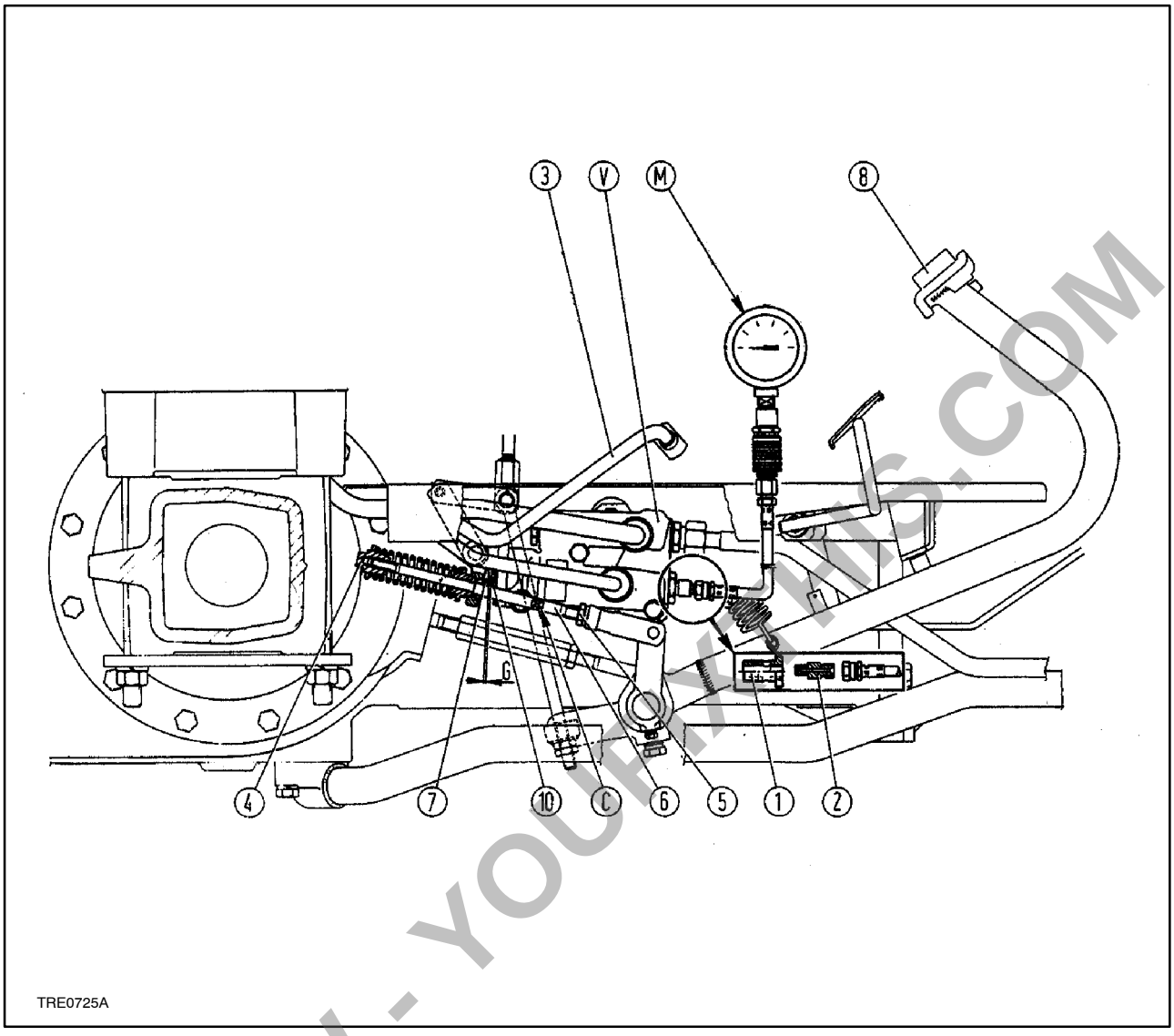
2

3. Undo the bolts (1) and use a chain and hoist to remove the pick−up hitch hook (2) from the PTO box.



3

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6

Trailer brake remote control valve linkage adjustment

C. Wrench flats on link (6)

G = 0.3–0.5 mm (0.0118–0.0197 in.). Clearance between fork (7) and piston (10)

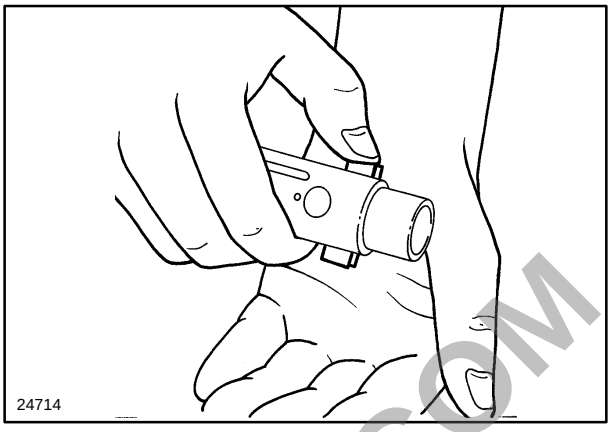
M. Pressure gauge with 0 to 3555.84 psi scale of kit **293300**

V. Trailer brake control valve

1. Connection **293799** of kit **293300**
2. Connection **291323** of kit **293300**
3. Delivery line to trailer brake
4. Cup
5. Lock nut
6. Link
7. Fork
8. Brake pedals
10. Trailer brake control valve piston

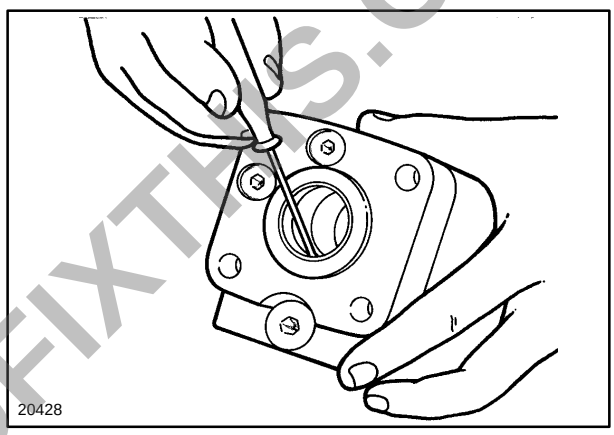
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14. Remove the **neutral** position springs, extracting them from their seats.



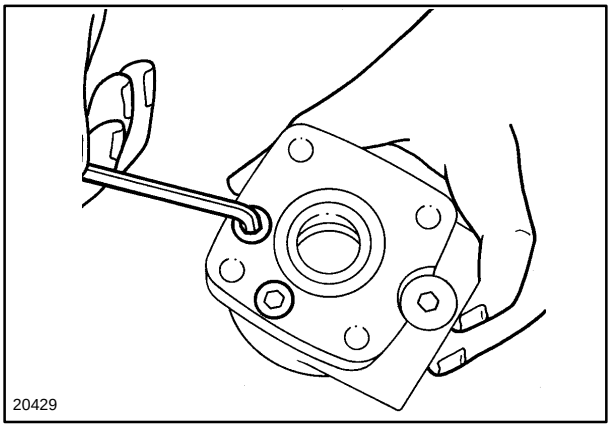
27

15. Remove the dust seal and the O−ring seal from their seats in the control valve body.



28

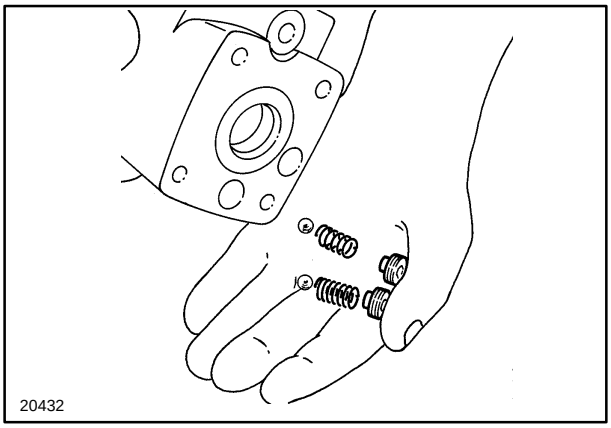
16. Using a 6 mm Allen wrench, remove the threaded plugs from the two cylinder safety valves and extract the seals.



29

17. Using a 6 mm Allen wrench, remove the setting adjuster screws from the cylinder safety valves. See also fig. 31.

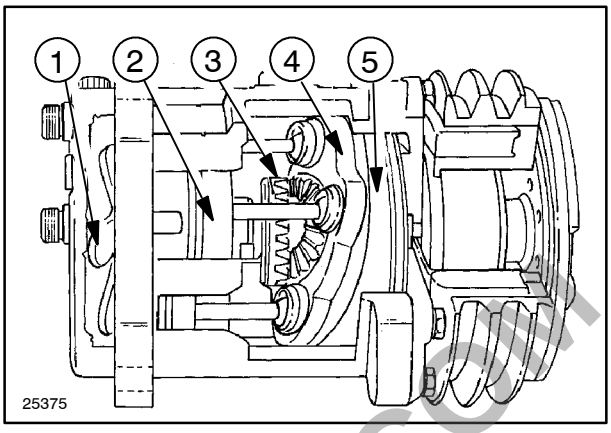
18. Turn the control valve body over and extract the balls, the springs and the spring guides from the two cylinder safety valves.



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MAIN COMPONENTS OF THE AIR CONDITIONING SYSTEM



10

Axial flow reciprocating piston compressor SANDEN SD 7H15

1. Combined inlet and discharge valve.
2. Piston with seal ring.
3. Drive gear.
4. Swash-plate.
5. Cam rotor.

Compressor

The compressor serves to pressurise the refrigerant and force it through the system.

SANDEN SD 7H15

Axial reciprocating piston type, driven from the engine crankshaft via a vee belt.

The operating principle of the compressor is as follows:

The swashplate (4), on which pivot the ball ends of the connecting rods of the pistons (2), rests on the cam rotor (5).

As the cam rotor rotates it exerts a continuous thrust on the swashplate which cannot rotate as it is held by the fixed gear (3).

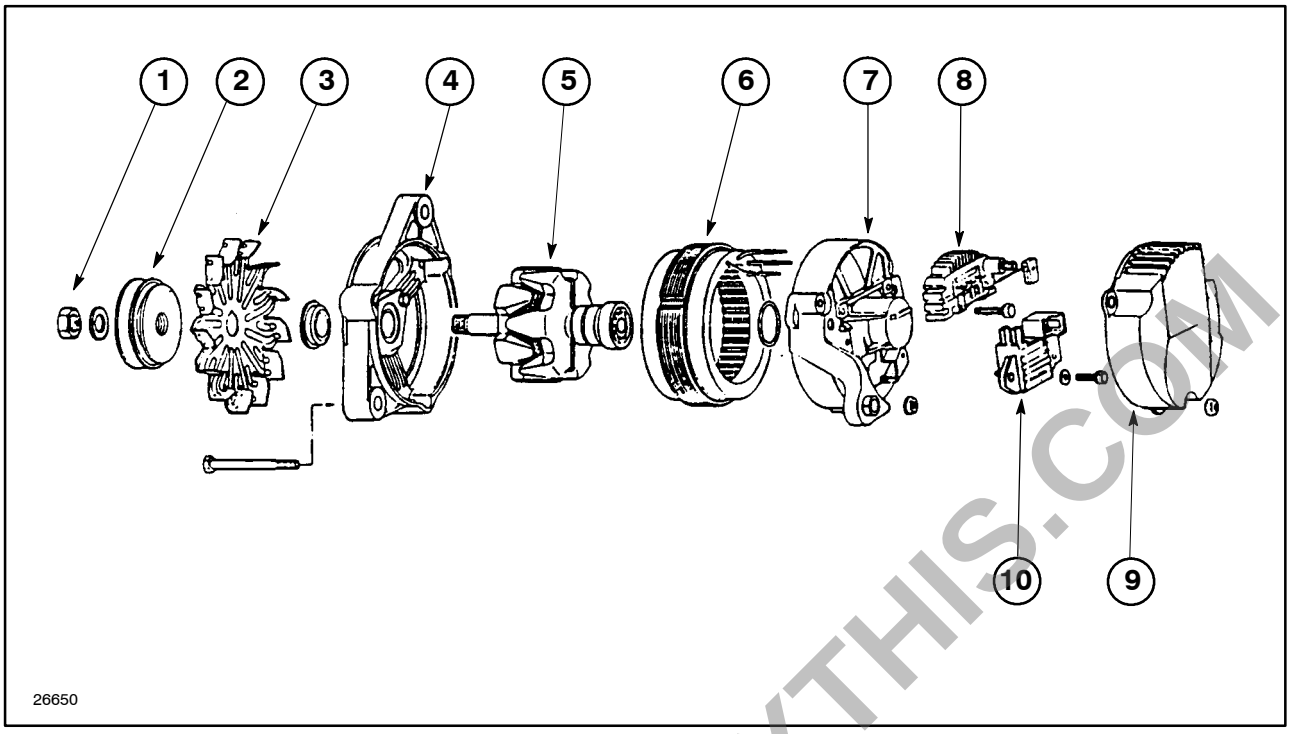
The angle of the swashplate relative to the axis of rotation causes the pistons to reciprocate in their bores.

A reed valve (1) in the cylinder head with seven lobes (one for each piston) controls the inlet and discharge stages of the cylinders.

The automatic opening and closing of these valves is obtained by preloading of the reeds.

The rotating parts of the compressor are lubricated by special oil, inserted during assembly, some of which circulates through the system mixed with the refrigerant.

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12

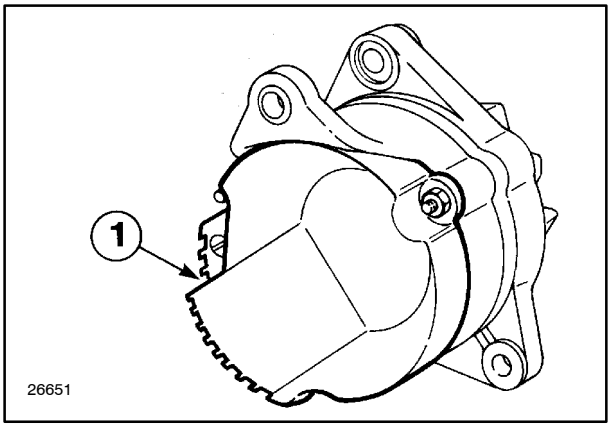
Alternator components

1. Pulley retaining nut
2. Pulley
3. Cooling fan
4. Front support plate
5. Rotor
6. Stator
7. Rear support plate
8. Rectifier bridge
9. Protection guard
10. Electronic voltage regulator with built-in brushes

Firmly fix the alternator horizontally to an appropriate holder with internal surfaces protected with soft material.

Remove the guard (1) after unscrewing the nuts which fasten it to the alternator (Fig. 13)

Before dismantling the alternator completely, carry out the operations and tests described on the following pages.



13

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