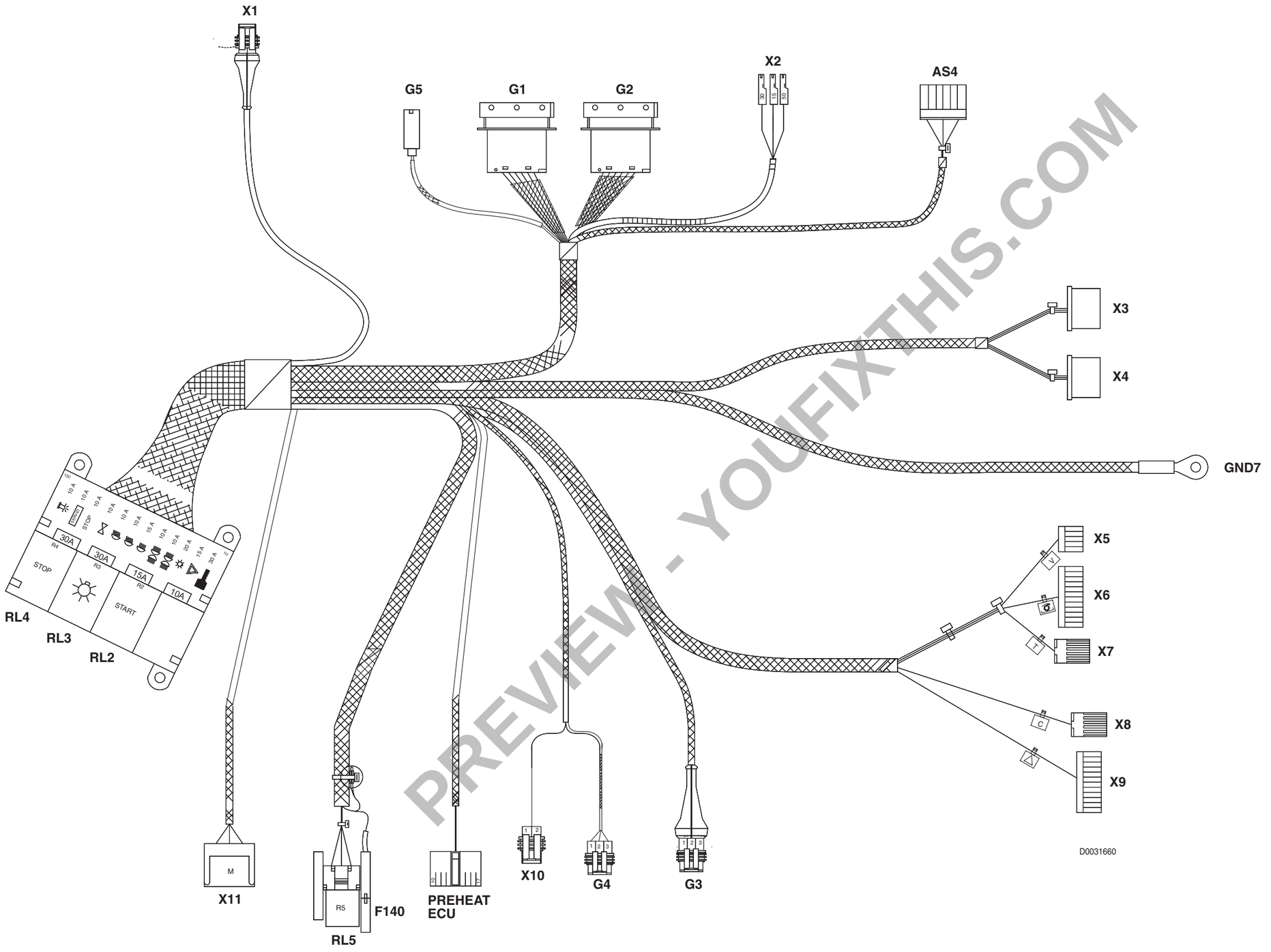
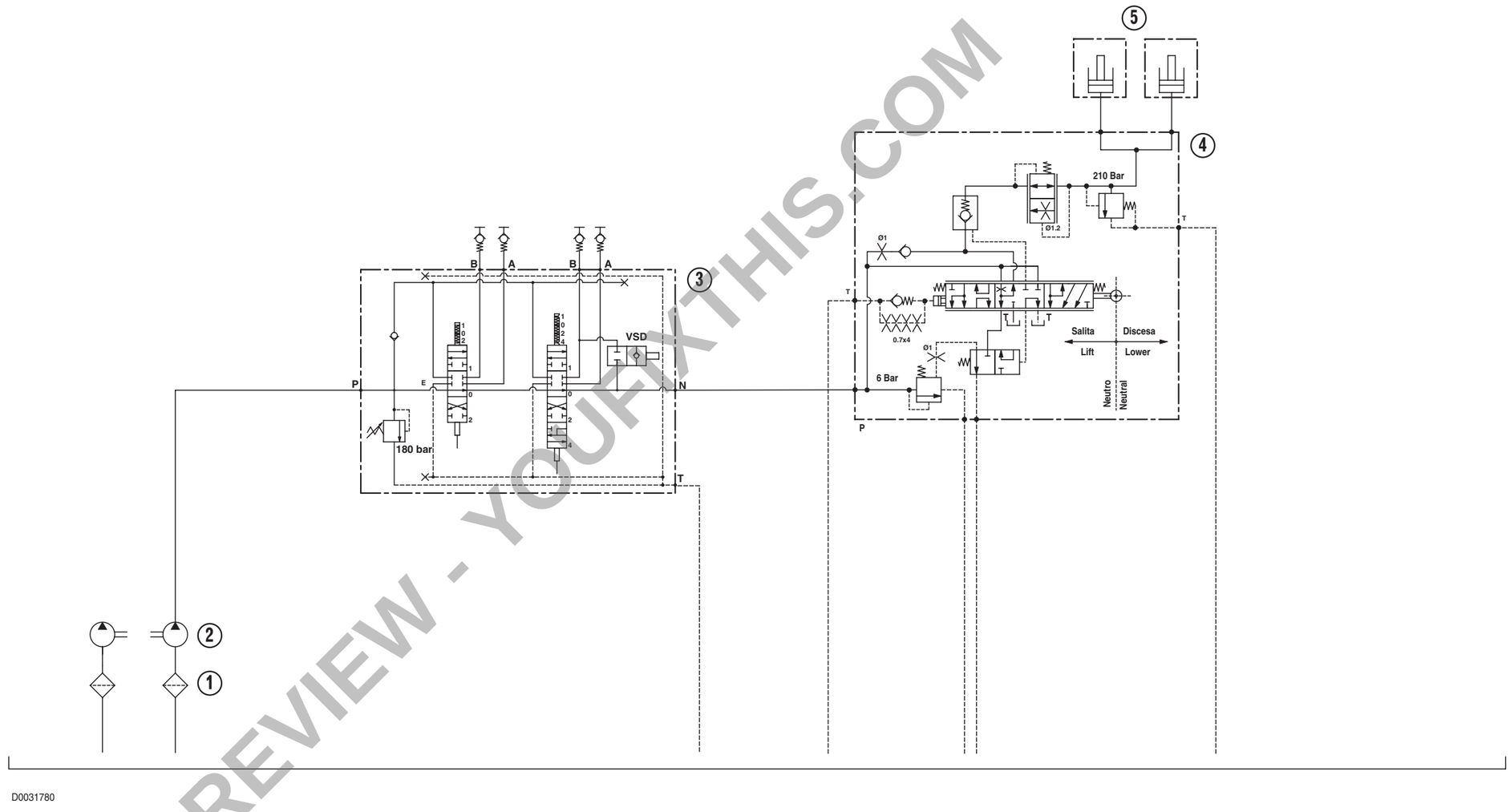
CENTRAL WIRING (1/2)



AS4 Steering column lights switch
G1 To rear wiring
G2 To rear wiring
G3 To front lights wiring
G4 To front lights wiring
G5 To front wiring
PREHEAT ECU Preheating control unit
X1 Brake pedal switch
X2 Starter switch
X3 Hazard warning flasher switch
X4 Rear worklight switch
X5 Analogue instrument panel (speedometer)
X6 Analogue instrument panel (indicator lights on right)
X7 Analogue instrument panel (temperature gauge)
X8 Analogue instrument panel (fuel gauge)
X9 Analogue instrument panel (indicator lights on left)
X10 Brake pedal switch
X11 Hazard control unit

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4.1.3 HYDRAULIC LIFT AND AUXILIARY SERVICES CONTROL VALVE DIAGRAM (STANDARD VERSION)



1 - Suction line filter (25 μm)
2 - Hydraulic pump (14 cc/rev)
3 - 4-way auxiliary services control valve
4 - Lift control valve
5 - Lift cylinders

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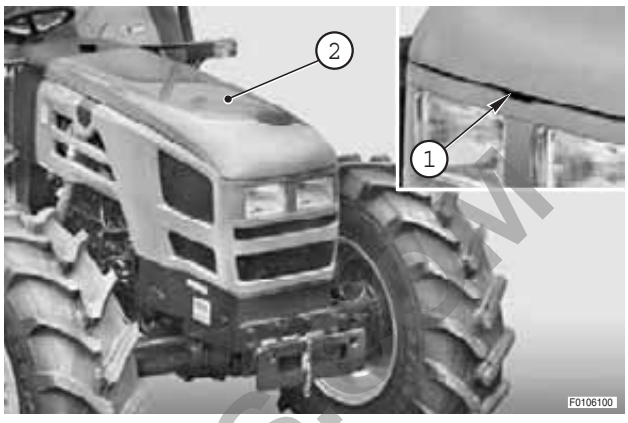
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ENGINE HOOD AND SIDE PANELS

Removal

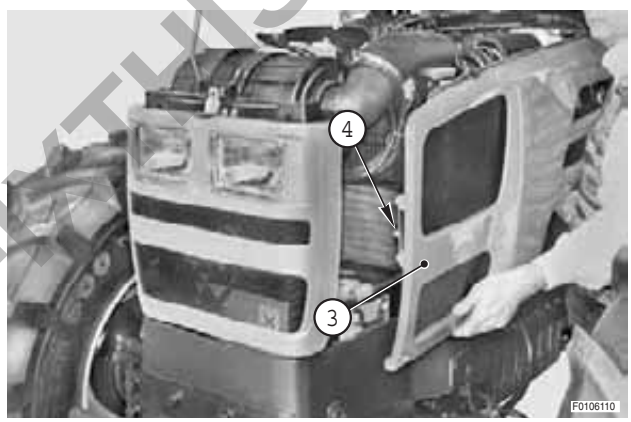
Remove the key from the starter switch and apply the parking brake.

1 - Press the release lever (1) and raise the hood (2).

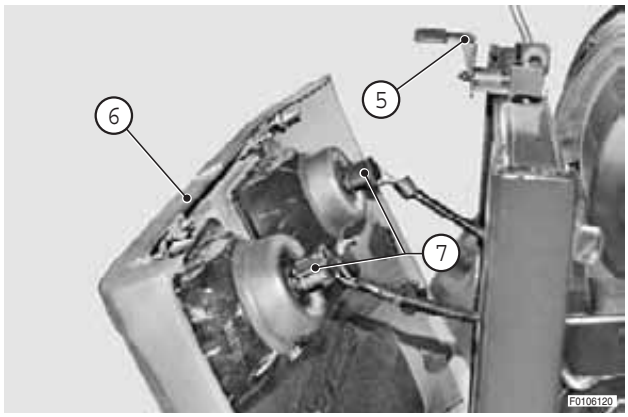


2 - Raise the side panel (3) to disengage the pin (4) from the support and remove the side panel.

3 - Repeat the procedure on the opposite side.

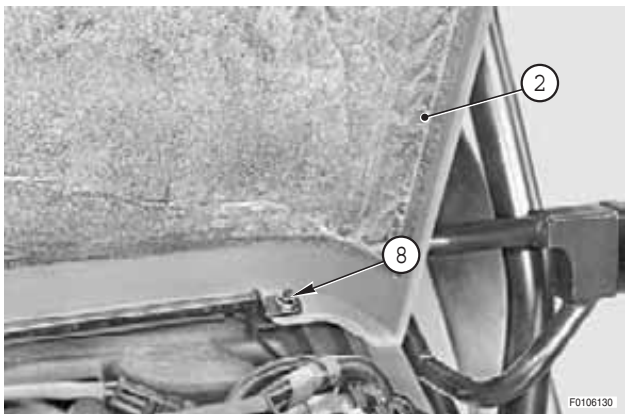


4 - Turn the release lever (5) upwards, detach the hood (6) and disconnect the headlight wiring connectors (7).



5 - Remove the nuts (8) and remove the hood (2).

※ 1



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TIGHTENING TORQUES

Nm

1. BOLTS AND NUTS

⚠ The tightening torques for certain specific components and special tightening methods are indicated in the relative assembly paragraphs.

★ The tightening torques indicated below refer to bolts and nuts assembled without lubrication and, where applicable, with anaerobic threadlocking compound.
The values apply to tightening on steel or cast iron components; for soft materials such as aluminium, copper, plastic, sheet metal or panels, the indicated tightening torques must be reduced by 50%.

BOLT SIZE		BOLT CLASS					
		8.8		10.9		12.9	
		Nm	lb.ft.	Nm	lb.ft.	Nm	lb.ft.
COARSE THREAD	M6x1	8.0–8.8	5.9–6.5	11.8 – 13.0	8.7–9.6	13.8 – 15.2	10.2–11.2
	M8x1.25	19.4–21.4	14.3–15.8	28.5 – 31.5	21.0 – 23.2	33.3 – 36.9	24.5 – 27.2
	M10x1.5	38.4 – 42.4	28.3 – 31.2	56,4 – 62,4	41.6 – 46.0	67,4 – 74,4	49.7 – 54.8
	M12x1.75	66,5 – 73,5	49.0 – 54.2	96,9 – 107	71.4 – 78.9	115 – 128	84.8 – 94.3
	M14x2	106 – 117	78.1 – 86.2	156 – 172	115,0 – 126,8	184 – 204	135.6 – 150.3
	M16x2	164 – 182	120.9 – 134.1	241 – 267	117.6 – 196.8	282 – 312	207.8 – 229.9
	M18x2.5	228 – 252	168.0 – 185.7	334 – 370	246.2 – 272.7	391 – 432	288.2 – 318.4
	M20x2,5	321 – 355	236.6 – 261.6	472 – 522	347.9 – 384.7	553 – 611	407.6 – 450.3
	M22x2,5	441 – 487	325.0 – 358.9	647 – 715	476.8 – 527.0	751 – 830	553.5 – 611.7
	M24x3	553 – 611	407.6 – 450.3	812 – 898	598.4 – 661.8	950 – 1050	700.2 – 773.9
	M27x3	816 – 902	601.4 – 664.8	1198 – 1324	882.9 – 975.8	1419 – 1569	1045.8 – 1156.4
FINE THREAD	M8x1	20,8 – 23,0	15.3 – 17.0	30,6 – 33,8	22.6 – 24.9	35,8 – 39,6	26.4 – 29.2
	M10x1.25	40,6 – 44,8	29.9 – 33.0	59,7 – 65,9	44.0 – 48.6	71,2 – 78,6	52.5 – 57.9
	M12x1.25	72,2 – 79,8	53.2 – 58.8	106 – 118	78.1 – 87.0	126 – 140	92.9 – 103.2
	M12x1.5	69,4 – 76,7	51.1 – 56.5	102 – 112	75.2 – 82.5	121 – 134	89.2 – 98.8
	M14x1.5	114 – 126	84.0 – 92.9	168 – 186	123.8 – 137.1	199 – 220	146.7 – 162.1
	M16x1.5	175 – 194	129 – 143	257 – 285	189.4 – 210.0	301 – 333	221.8 – 245.4
	M18x1.5	256 – 282	188.7 – 207.8	375 – 415	276.4 – 305.9	439 – 485	323.5 – 357.4
	M20x1.5	355 – 393	261.6 – 289.6	523 – 578	385.5 – 426.0	611 – 676	450.3 – 498.2
	M22x1.5	482 – 532	355.2 – 392.1	708 – 782	521.8 – 576.3	821 – 908	605.1 – 669.2
	M24x2	602 – 666	443.7 – 490.8	884 – 978	651.5 – 720.8	1035 – 1143	762.8 – 842.4

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SAFETY NOTES

To ensure that machines entrusted to Authorised Service Centres for repair or overhaul continue to function correctly, it is very important that all repair work is carried out in the prescribed manner.

The procedures for checks and repairs indicated in this manual are safe and effective.

Some of the operations described require the use of special tools and equipment; these tools have been specifally designed for the intended purpose and may be ordered directly from the Manufacturers.

DO NOT USE MAKESHIFT TOOLS; not only is there a risk of personal injury, but such tools are rarely suited to the purpose for which they are used.

To prevent injury to operators, the symbols ⚠ and ⚠ are used in this manual to indicate the safety precautions required. The warnings accompanying these symbols must always be adhered to carefully.

In potentially hazardous situations, always give priority to personal safety and take the necessary actions to eliminate the danger.

GENERAL SAFETY RULES

1 - Even if you have a thorough knowledge of the machine as regards its components, operation and controls, always take particular care when carrying out manoeuvres; remember that the machine you are working on is in need of repair or overhaul and consequently may not always behave as expected.

2 - Before starting work, clean the machine thoroughly to remove all mud, dust and road dirt. Also clean the cab to remove all traces of oil, snow and ice from the access steps and grab rails.

3 - When climbing up to or down from the cab, always ensure you maintain three points of contact at a time (foot or handholds) in order to keep your balance and prevent accidental falls.

4 - Always take special care when carrying out fault diagnosis operations; these operations often require two persons, who must never stand in front of the wheels when the engine is running.

5 - When carrying out checks and repairs, wear close-fitting clothing, safety goggles and protective gloves that are suitable for the task (cleaning, draining fluids, repairs). When working near moving parts, long hair should be gathered up and secured safely under a cap to prevent the risk of entanglement and severe injury.

6 - Do not allow anyone who is not directly involved in the work to come near the machine; ensure that they remain at a safe distance.

7 - Keep well clear of moving parts; when the engine is running, some moving parts are not easily visible and therefore present a risk of entanglement, even if protected by safety guards.

8 - Ensure that the area is well ventilated before starting the engine in order to avoid the formation of dangerous concentrations of toxic gases; always connect suitable fume extraction equipment to the exhaust pipe.

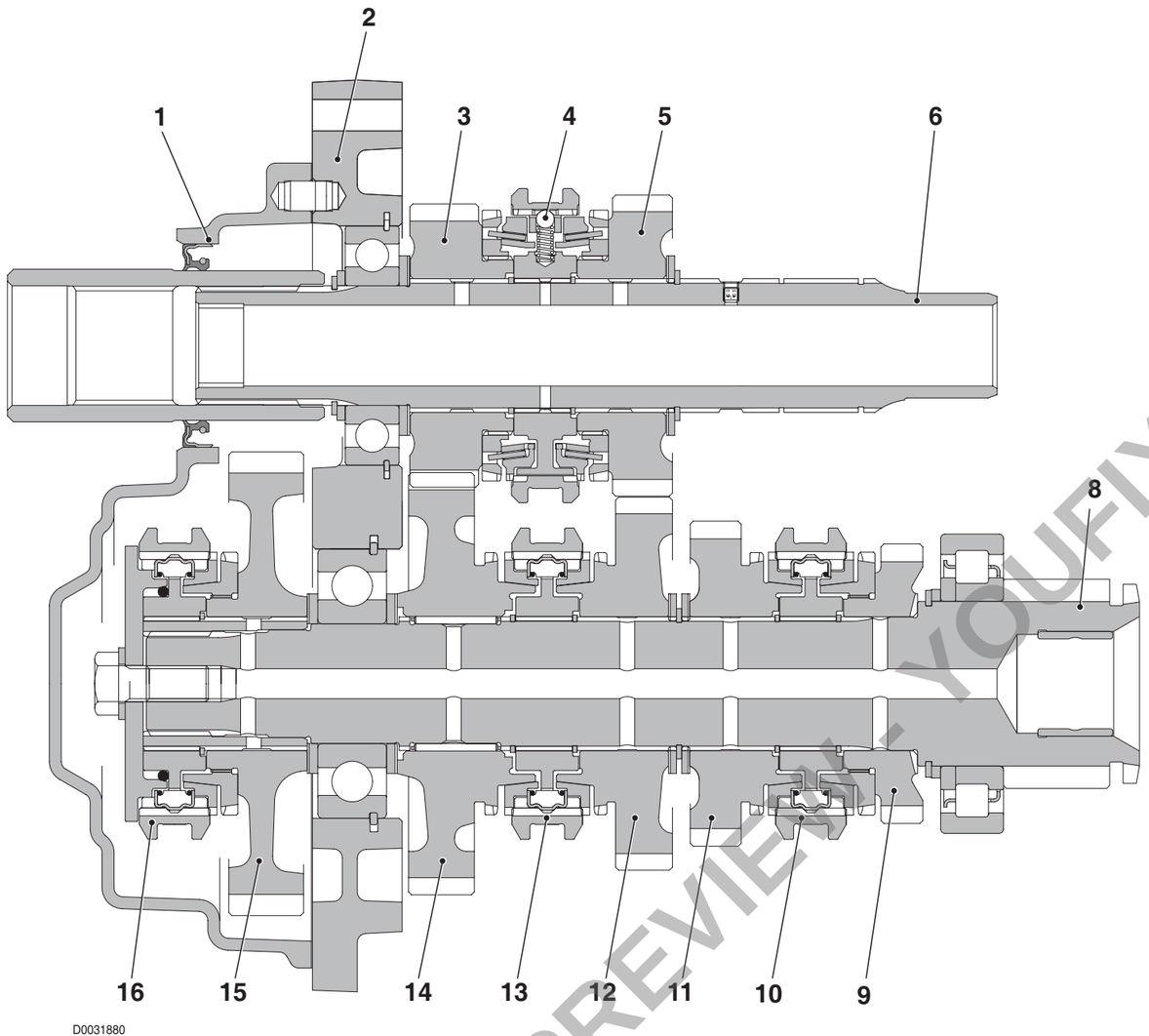
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1.4.2 5-SPEED VERSION WITHOUT UNDERDRIVE

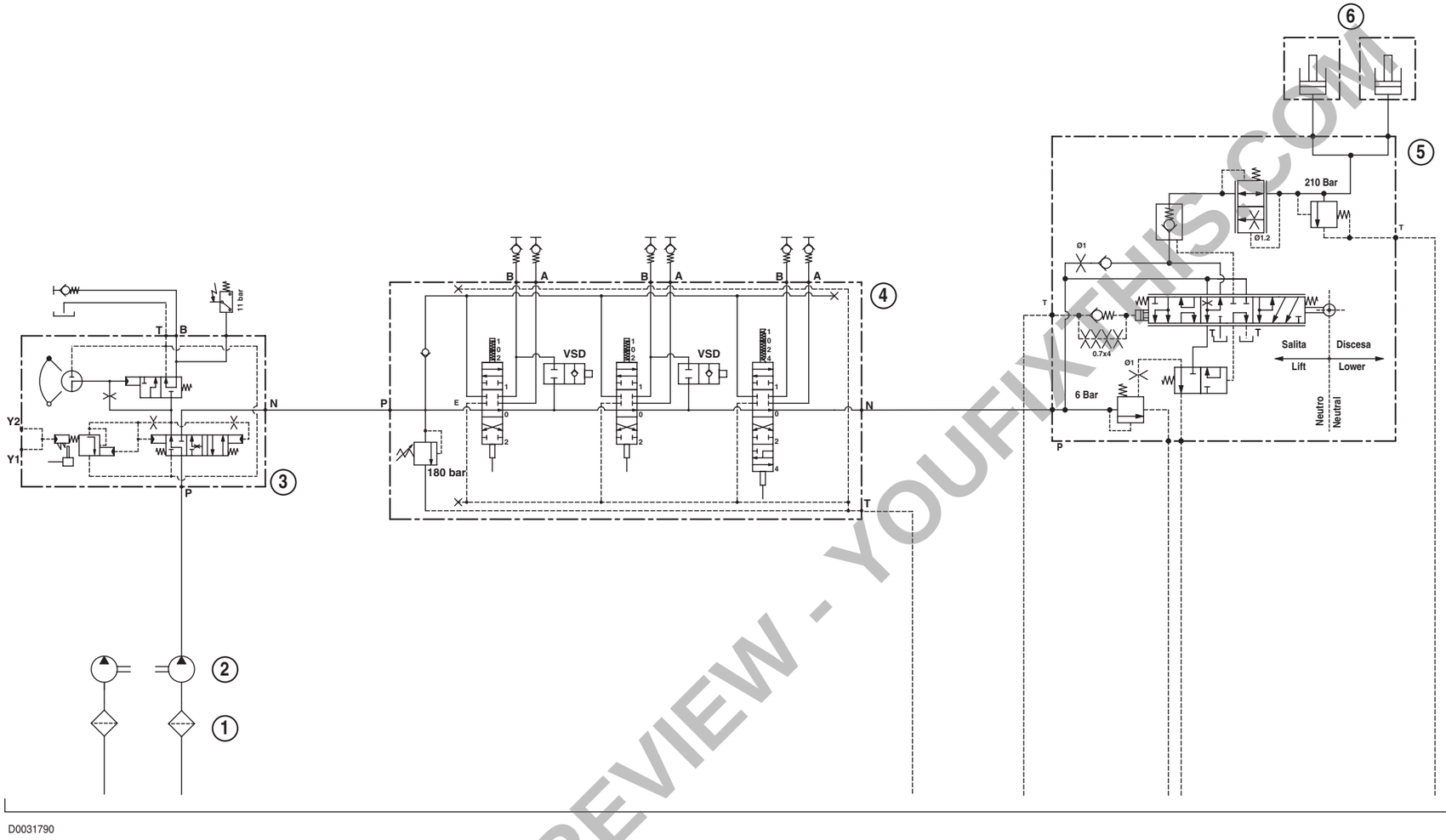


1 - Cover
2 - Gearbox support
3 - Reverse travel driving gear
4 - Shuttle synchronizer
5 - Forward travel driving gear
6 - Gearbox input shaft
7 - Primary shaft
8 - Secondary shaft
9 - 5th speed driven gear
10 - 4th-5th speed synchronizer
11 - 4th speed driven gear
12 - 3rd speed driven gear
13 - 2nd-3rd speed synchronizer
14 - 2nd speed driven gear
15 - 1st speed driven gear
16 - 1st speed synchronizer

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4.1.4 HYDRAULIC LIFT AND AUXILIARY SERVICES CONTROL VALVE DIAGRAM (FULL OPTIONAL VERSION)



1 - Suction line filter (25 μm)
2 - Hydraulic pump (22.5 cc/rev)
3 - Hydraulic trailer braking valve
4 - 6-way auxiliary services control valve
5- Lift control valve
6 - Lift cylinders

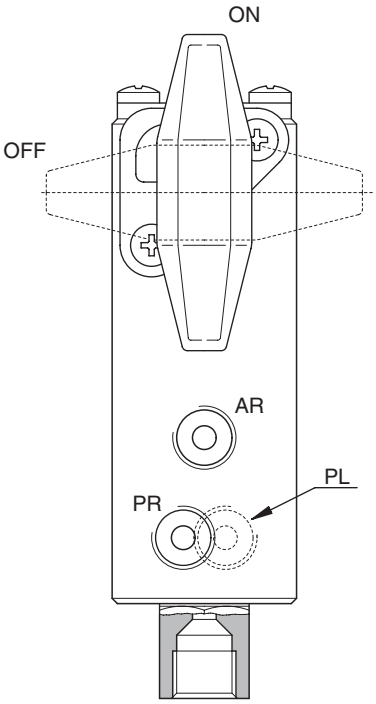
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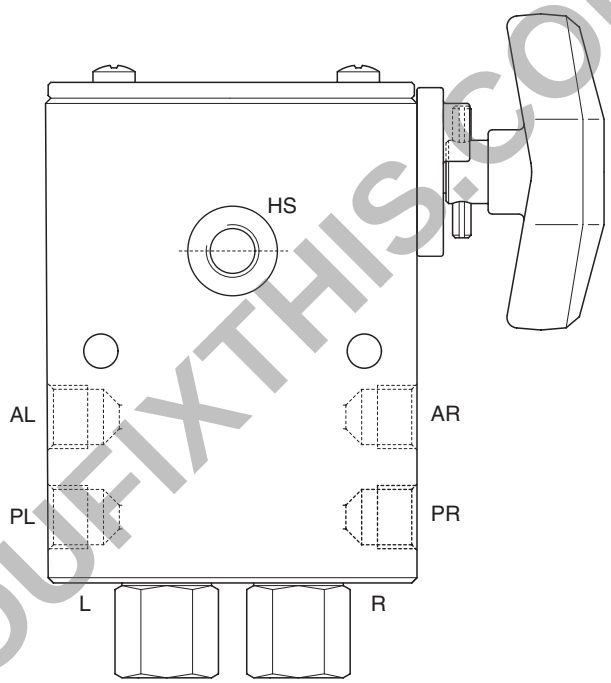
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5.1 “SEPARATE-BRAKES” VALVE

5.1.1 FUNCTION

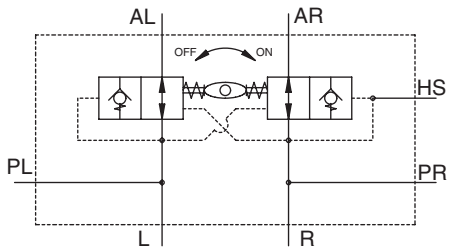
The “Separate-Brakes” valve serves to exclude front wheel braking when the operator operates only one of the brake pedals.





	ON	OFF
LH Pedal		
RH Pedal		
Both Pedals		

DIAGRAM

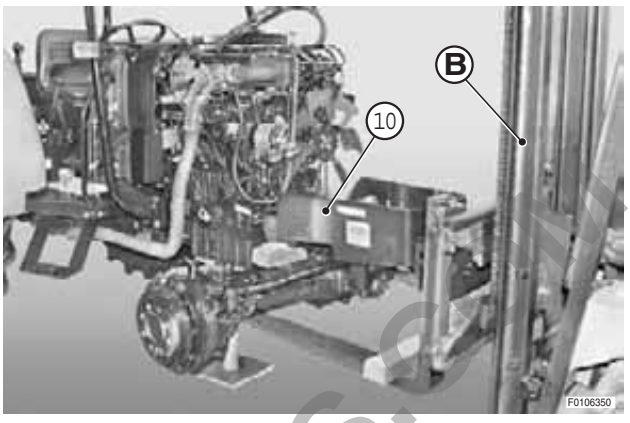


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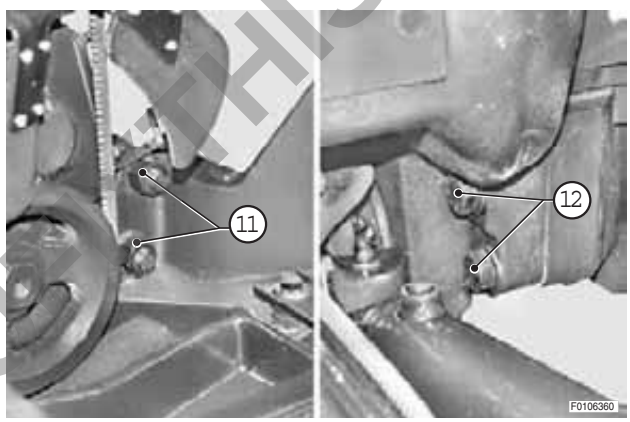
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9 - Position a jack “**B**” under the front support (10).



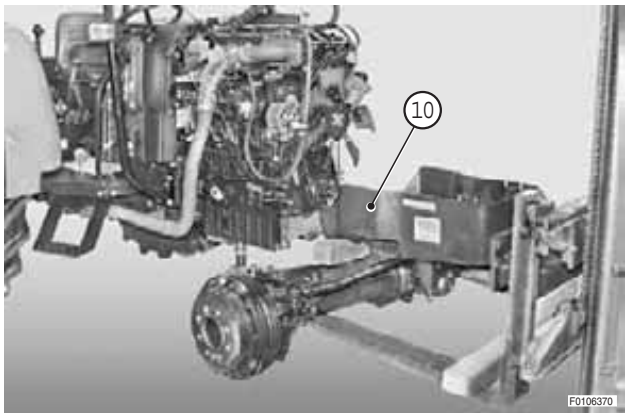
10 - Remove the four upper nuts (11) and the four lower bolts (12). ※ 1



11 - Remove the front support assembly (10). ※ 2

★ Recover the shims installed between the front support and sump, making a note of their positions.

★ Keep the right and left shims separate.

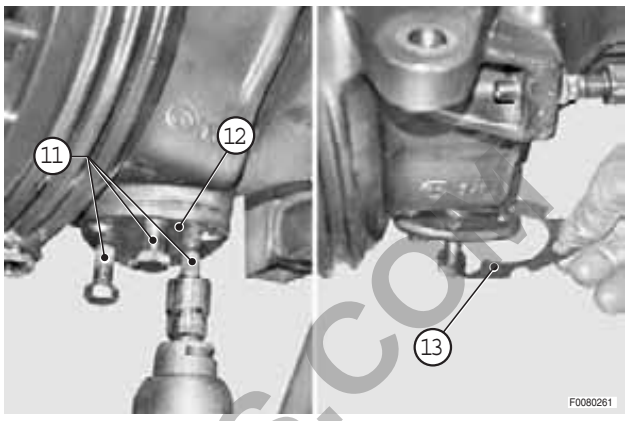


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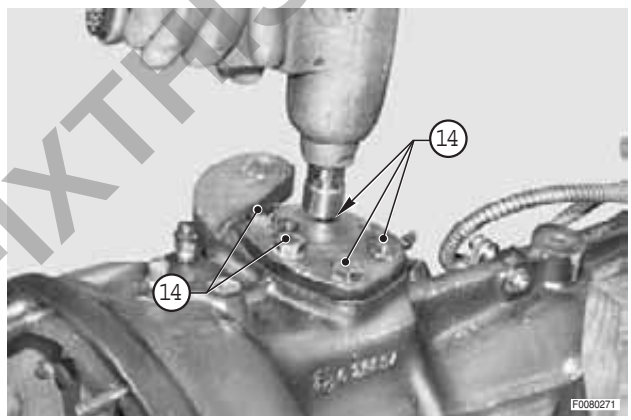
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8 - Screw the screws (11) into the three threaded holes and withdraw the pin (12).

9 - Recover the spacer (13).



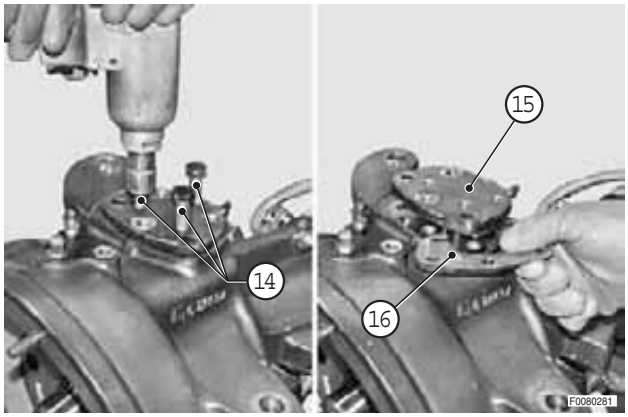
10 - Remove the screws (14).



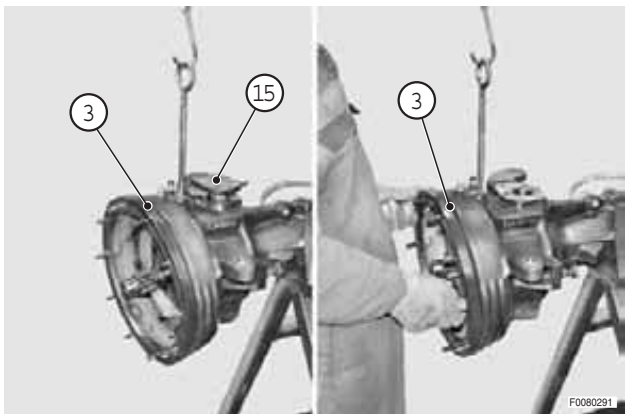
11 - Screw the three screws (14) into the threaded holes and partially withdraw the pin (15).

12 - Recover the shims (16).

★ Note the quantity of shims (16) installed under the upper pin (15).

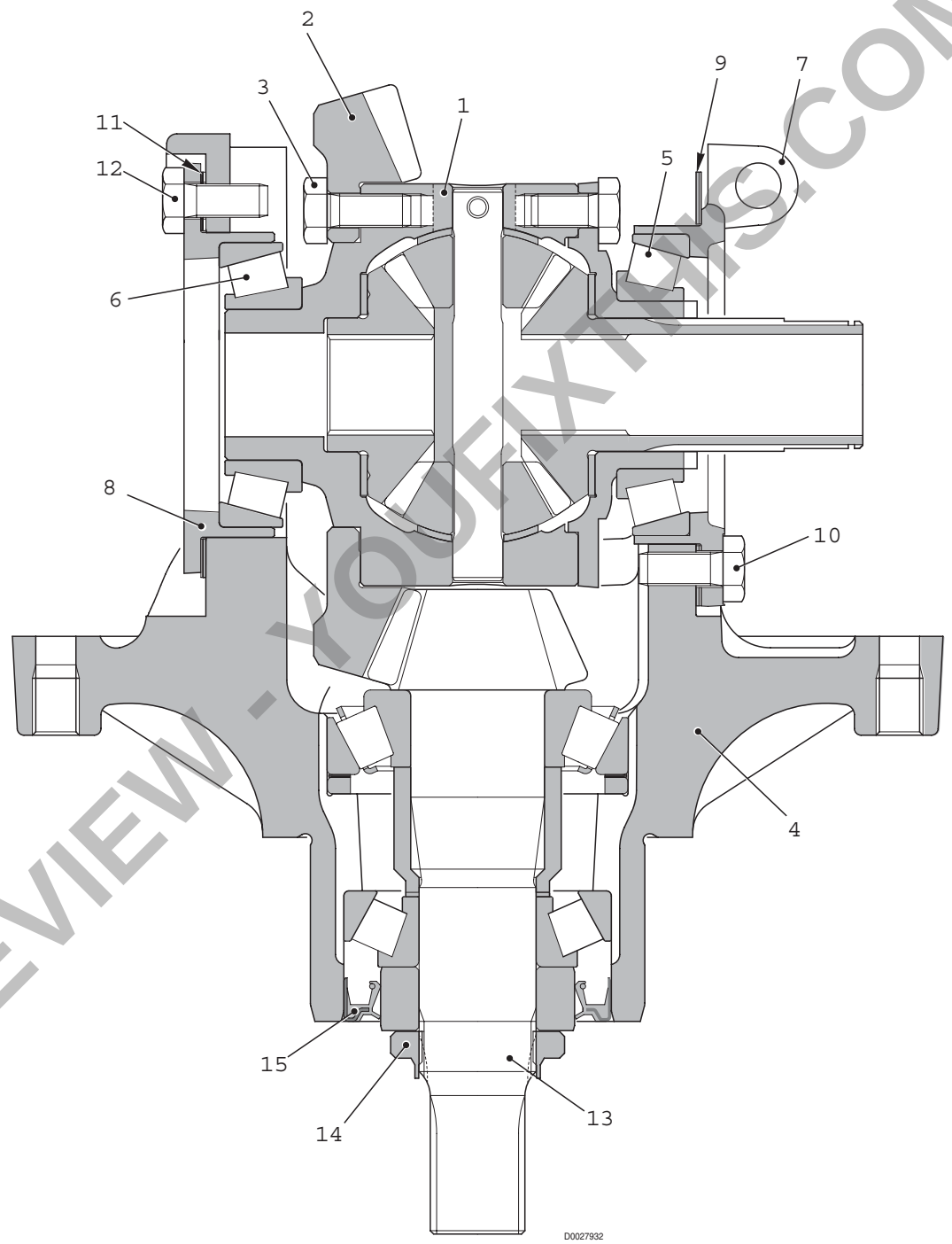


13 - Attach the steering knuckle housing (3) to a hoist, remove the pin (15) and lift the steering knuckle housing (3) clear of the tractor.



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Adjustment of the differential preload

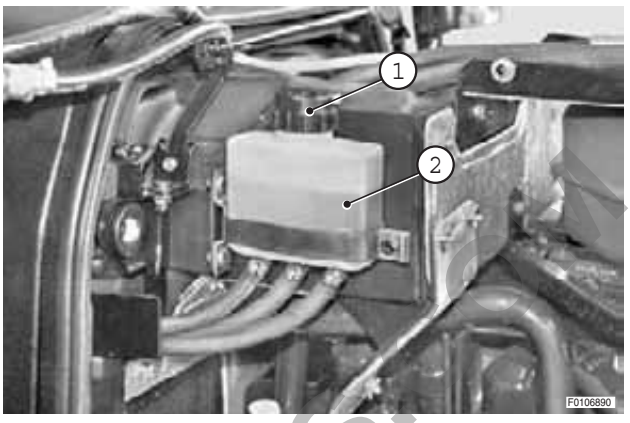


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CLUTCH MASTER CYLINDER

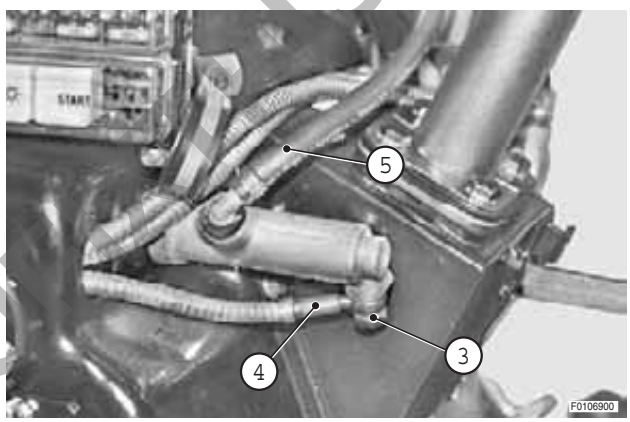
Removal



1 - Remove the instrument panel.
(For details, see "INSTRUMENT PANEL").

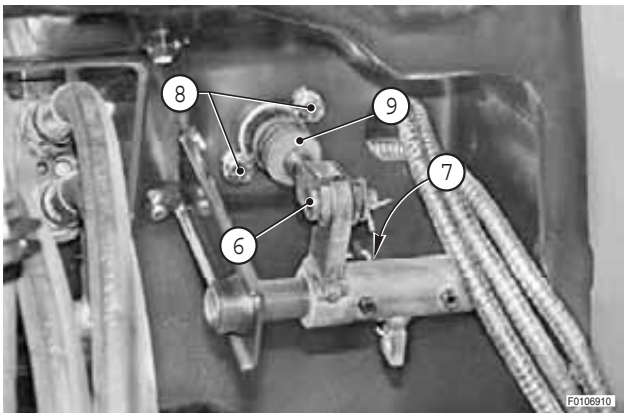
2 - Remove the power steering.
(For details, see "POWER STEERING VALVE").

3 - Remove the cap (1) and aspirate the fluid contained in the brake fluid reservoir (2).



4 - Remove the union (3) and disconnect the pipe (4).

5 - Disconnect the pipe (5).



6 - Remove the pin (6).
★ Renew the split pin on reassembly.

7 - Disconnect the spring (7), remove the screws (8) and remove the pump (9).

Refitting

- Refitting is the reverse of removal.

1 - Fill the brake fluid reservoir to the maximum level.

2 - Bleed the clutch circuit.
(For details, see "CLUTCH CONTROL CIRCUIT").

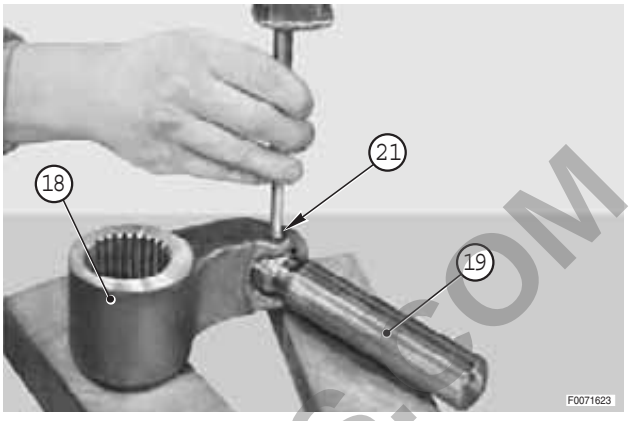
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• **Only if necessary**

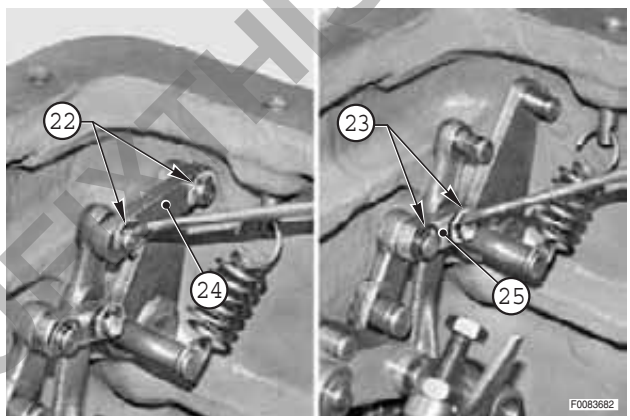
10 - Drive out the pin (21) and separate the connecting rod (19) from the lever (18).

⁘ 5

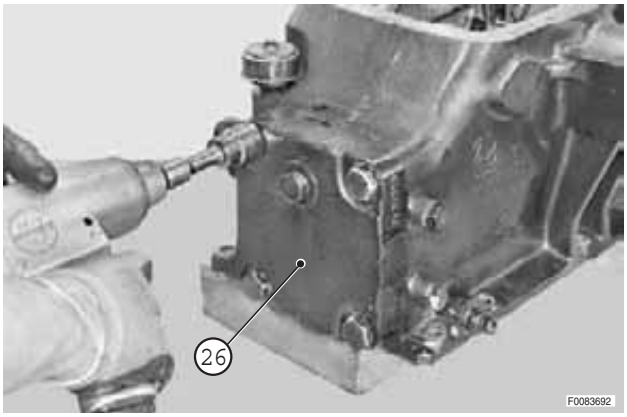


11 - Remove the circlips (22) and (23) and remove thetie-rods (24) and (25).

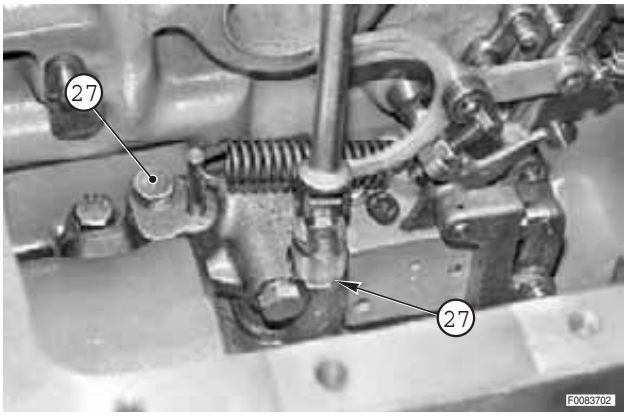
★ Label the tie-rods to avoid confusion on reassembly.



12 - Remove the complete cylinder (26).
(For details, see "LIFT CYLINDER").



13 - Remove the two screws (27).

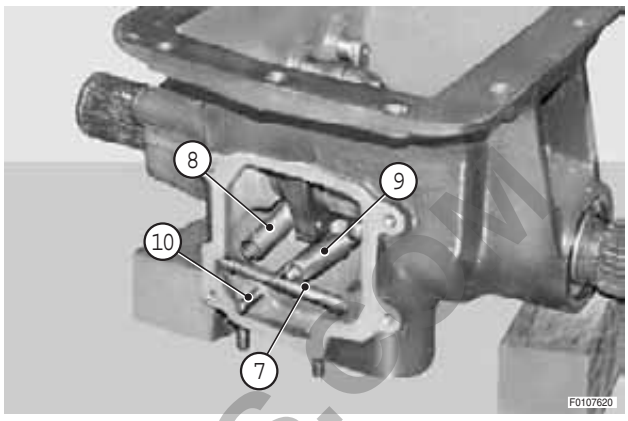


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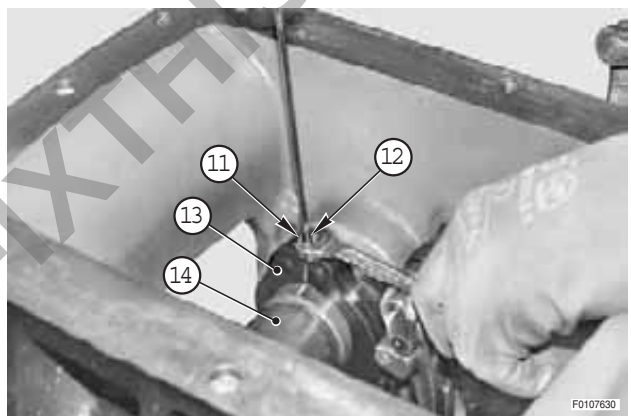
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6 - Turn the lift unit over, remove the pin (7) and detach the pins (8) and (9).
★ Take care when detaching the spring (8) as it under a lot of tension.

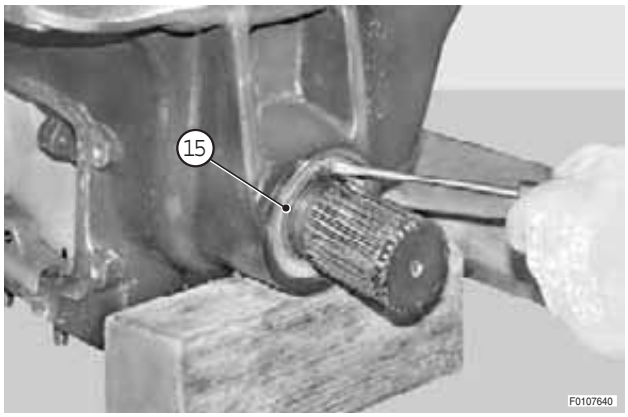
7 - Withdraw the rod (10).



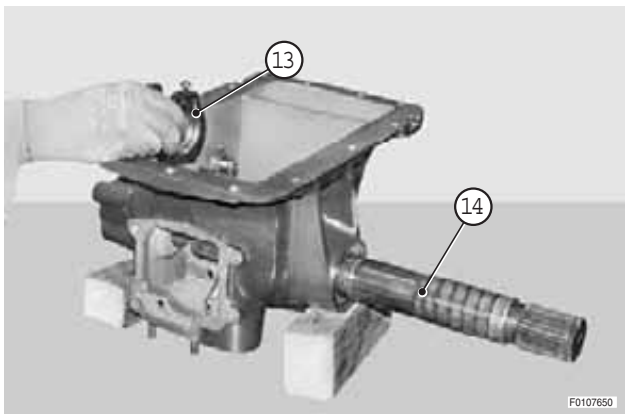
8 - Loosen the nut (11) and remove the set screw (12).
★ Label the cam (13) and the shaft (14) to facilitate subsequent reassembly.



9 - Remove the oil seal (15) on one of the two sides.
★ Renew the oil seal on reassembly.
★ Only if necessary, remove also the oil seal on the other side.



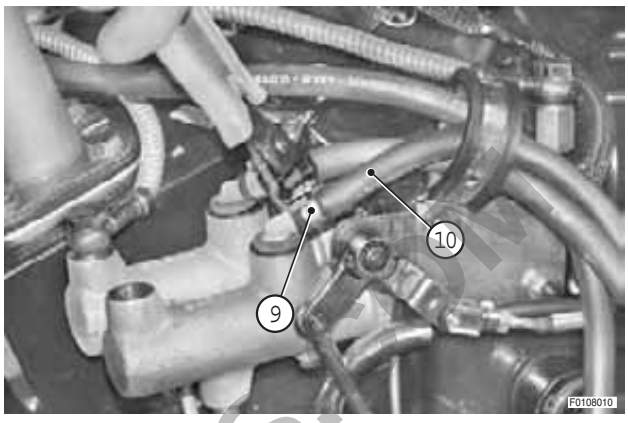
10 - Withdraw the shaft (14) and remove the cam (13).



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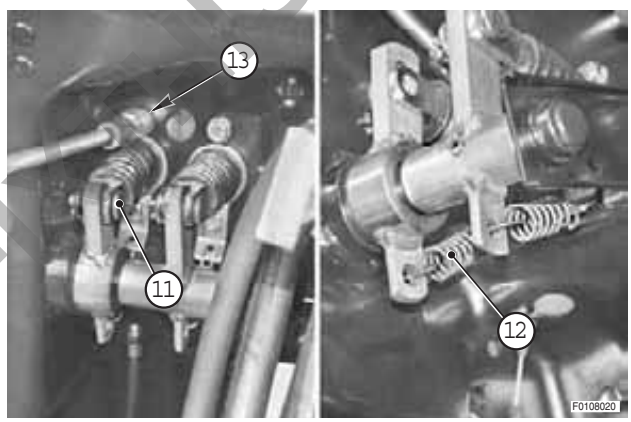
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7 - Disconnect the pipe (10) from the brake cylinder (9).



8 - Remove the pin (11).
★ Always renew the split pin on reassembly

9 - Disconnect the spring (12), remove the screws (13) and remove the brake cylinder (9).



Refitting

- Refitting is the reverse of removal.

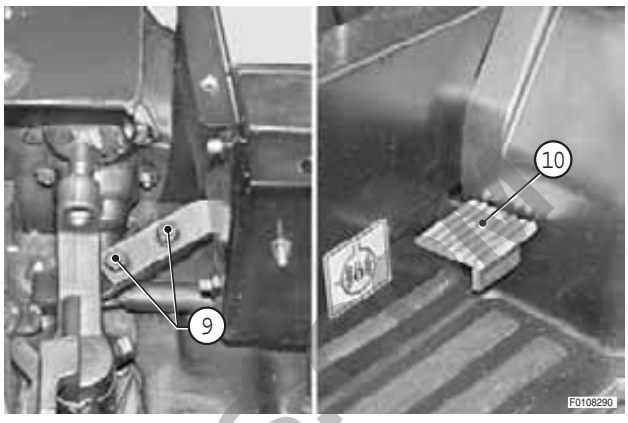
1 - Fill the brake fluid reservoir to the maximum level.

2 - Bleed the braking system.
(For details, see "BRAKING CIRCUIT").

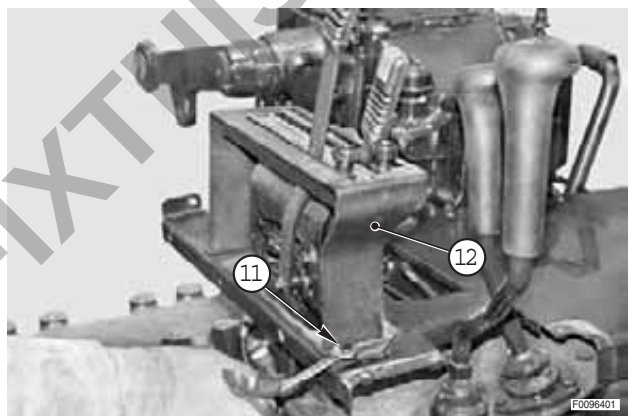
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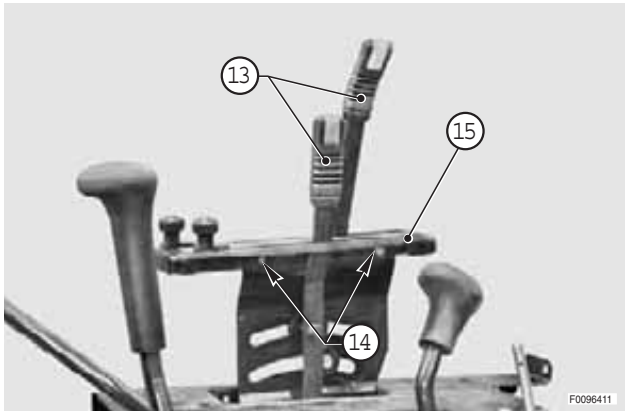
7 - Remove the screws (9) and remove the differential lock control pedal (10).



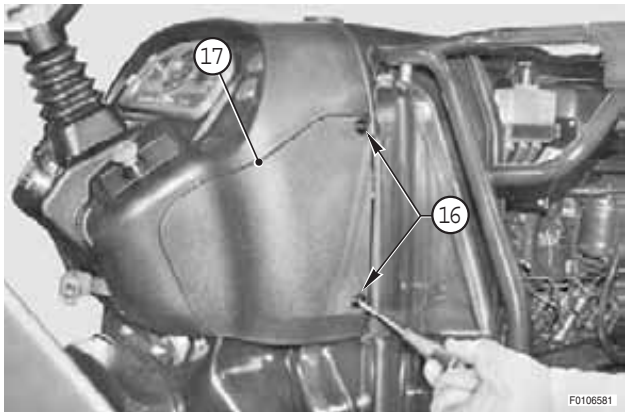
8 - Remove the four screws (11) and remove the hood (12).



9 - Remove the knobs (13), remove the screws (14) and remove the plate (15).



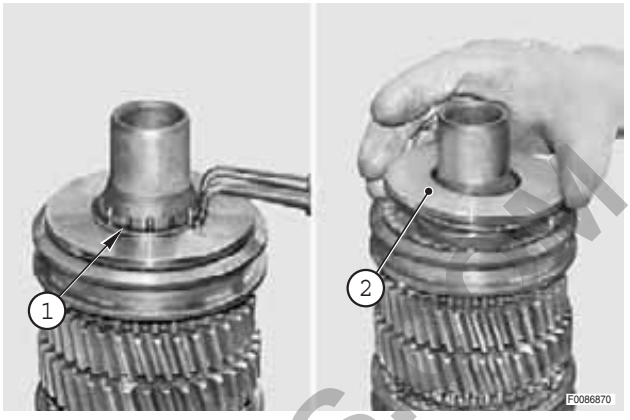
10 - Remove the screws (16) and remove left and right panels (17).



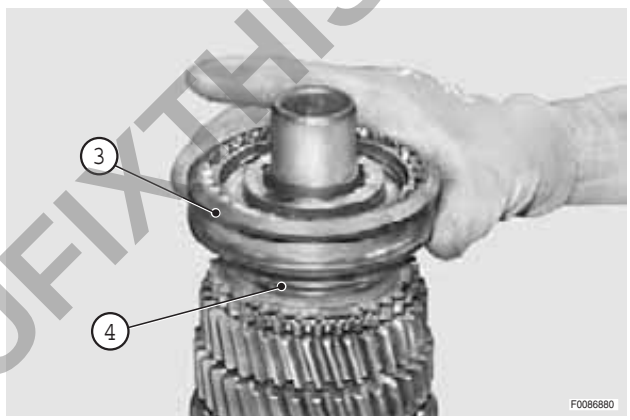
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• Versions with underdrive

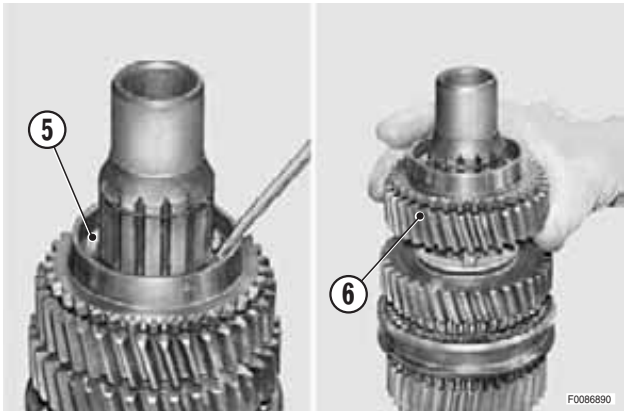
1 - Remove the circlip (1) and remove the disc (2).



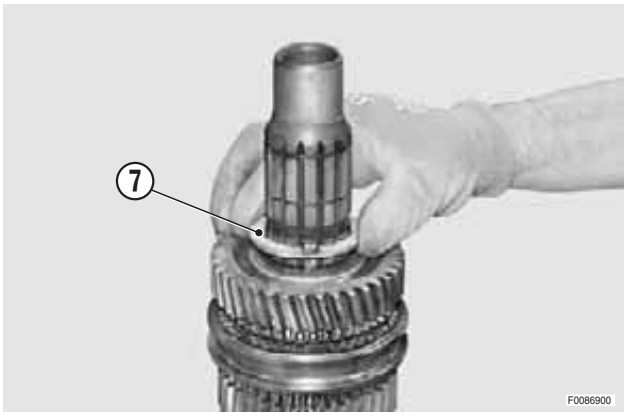
2 - Remove the synchronizer (3) with the friction ring (4).
※ 1



3 - Remove the circlip (5) and remove the gear (6).
★ Renew the circlip on reassembly.



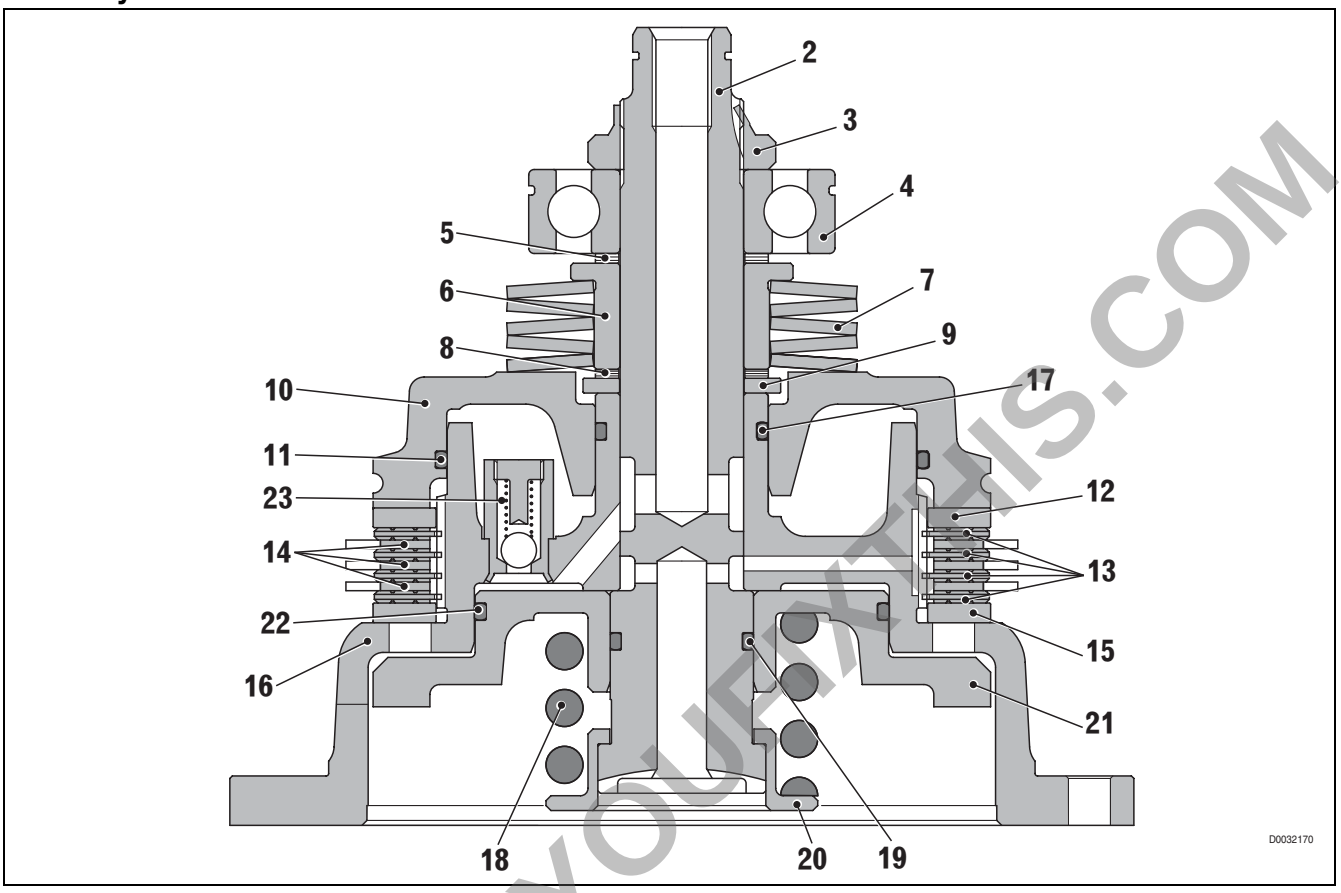
4 - Remove the thrust washer (7). ※ 2



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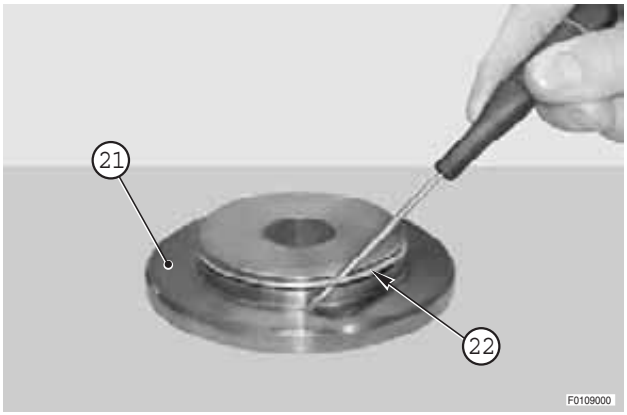
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Assembly

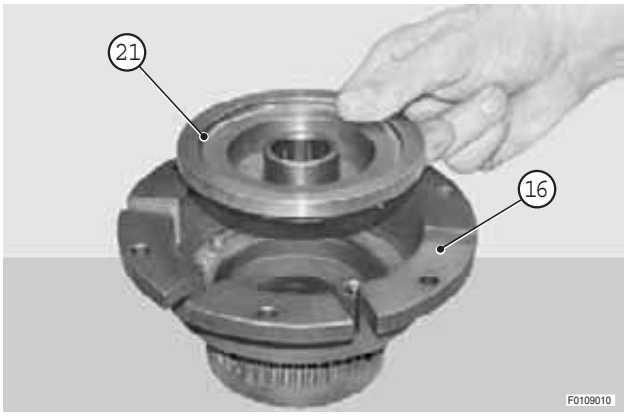


1 - Install the O-ring (22) on the Hi range piston (21).

O-ring: transmission oil



2 - Install the piston (21) in the clutch cylinder (16) and ensure it is fully seated.

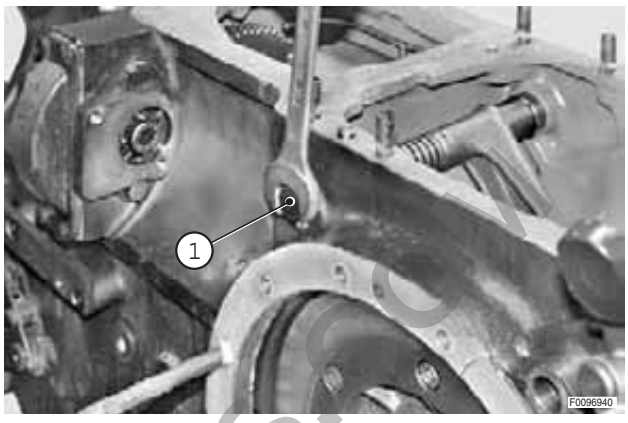


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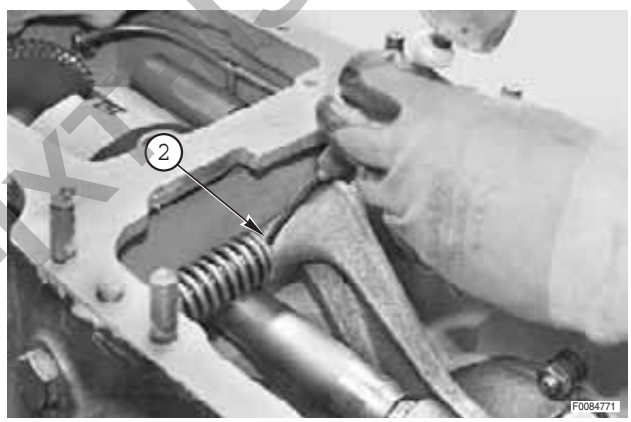
DIFFERENTIAL

Removal

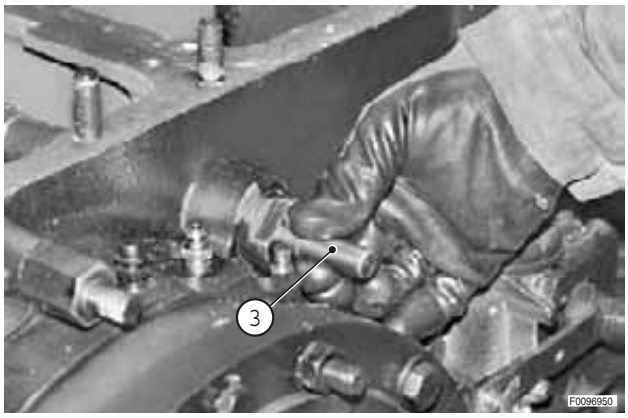
1 - Remove the plug (1).
★ Renew the copper washers on reassembly.



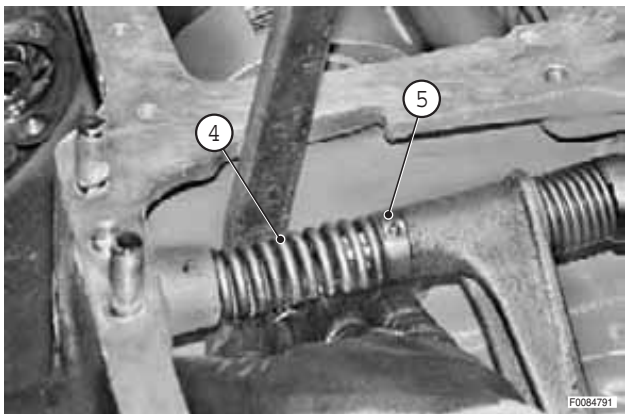
2 - Remove the spring pin (2).



3 - Partially withdraw the rod (3) from the transmission casing.



4 - Remove the spring (4) and remove the spacer (5).



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Preparation for adjustments

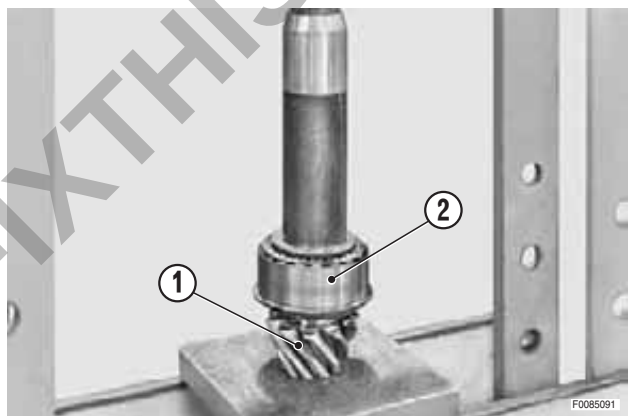
★ All the procedures described in this chapter must be carried out following renewal of the transmission casing, differential support flanges, bevel gear pair, differential housing or the support bearings of the pinion and differential.

1 - Install the complete bearing assembly (2) on the pinion shaft (1).

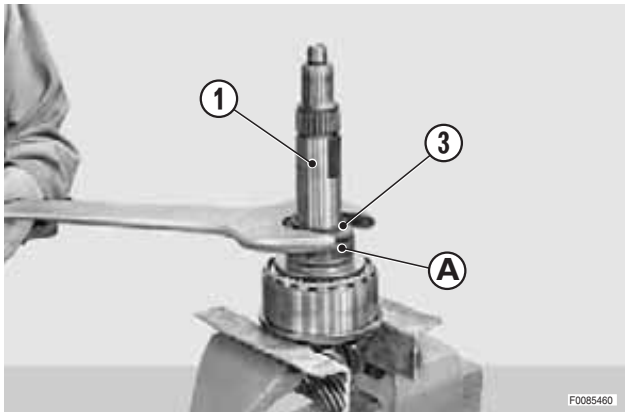
★ When handling the bearing (2), take care not to invert the inner races.

★ During assembly of the bearing (2) on the pinion shaft (1), rotate the outer ring to help seat the rollers.

Bearing: Transmission oil

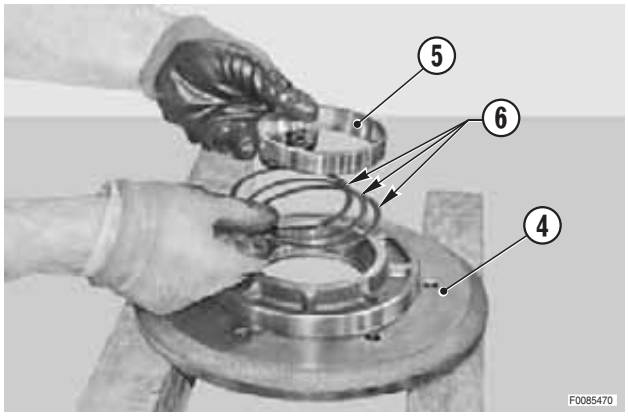


2 - Install a service bush "**A**" on the pinion shaft (1) (example: Ø 65 x Ø 50 x Ø 20, for versions 85T-95T-95TB or Ø 60 x Ø 45 x Ø 18, for versions 75T-75TB-85TB) and temporarily tighten the new ringnut (3).



3 - Remove the outer race of the bearing (5) and the relative shims (6) from the flange (4) on the crown wheel side.

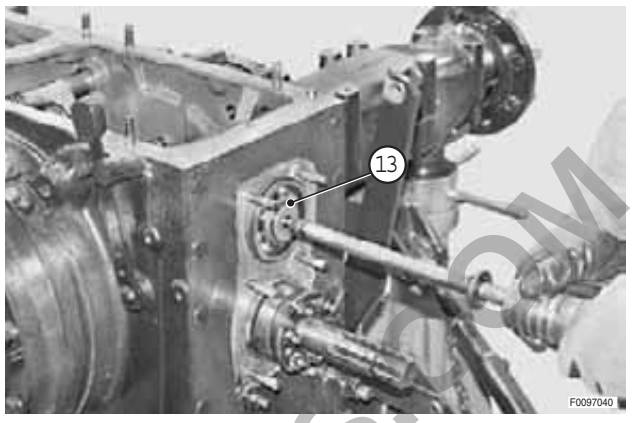
★ Note the thickness "**S**" of the shim pack (6) (e.g., 0.80 mm).

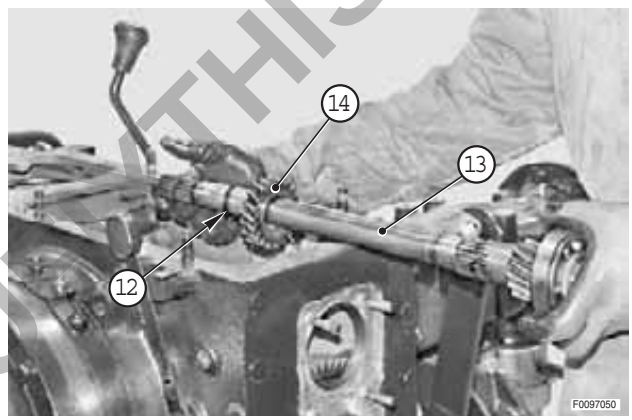


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10 - Using a slide hammer puller, remove the complete PTO input shaft (13), the gear (14) and the circlip (12).





Refitting

- Refitting is the reverse of removal.

※ 1

★ Fill the transmission with the required quantity of oil.

Transmission oil: max. 50 ℓ (13.2 US. gall.)

※ 2

Nuts: Loctite 270

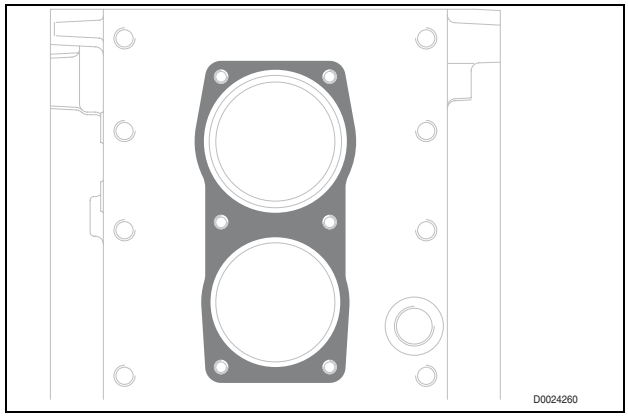
※ 3

Mating face: Silastic 738

※ 4

Bolt: Loctite 270

Bolt: 25 Nm (18.4 lb.ft.)

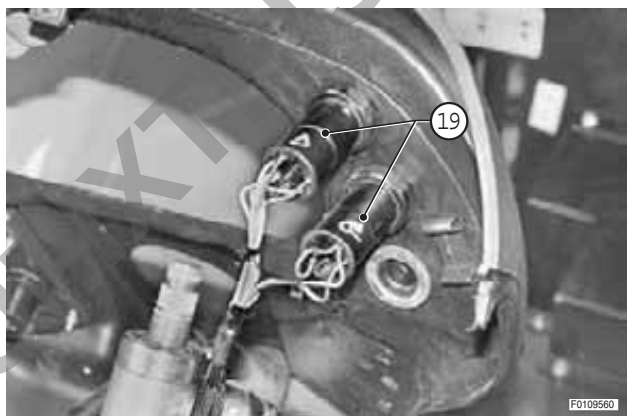


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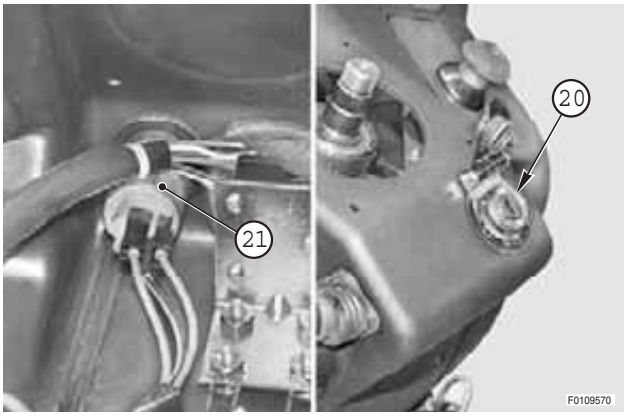
9 - Remove the screws (18) and move the instrument panel (8) towards the rear.



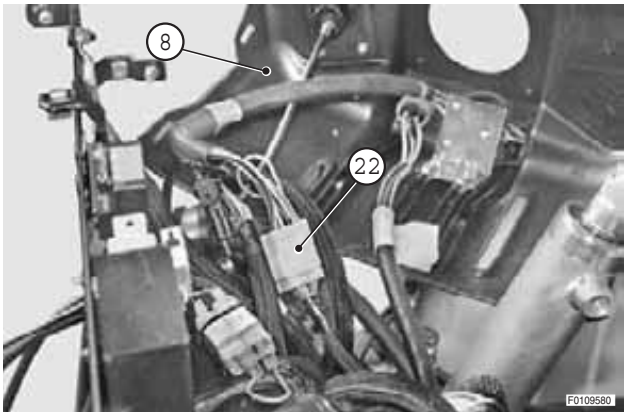
10 - Disconnect the wiring connectors (19).



11 - Remove the ringnut (20) and disconnect the starter switch (21) from the instrument panel (8).



12 - Disconnect the wiring connector (22) of the steering column lights switch and remove instrument panel (8).



Refitting

- Refitting is the reverse of removal.

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1. INTRODUCTION

This section of the workshop manual is intended as a practical guide to troubleshooting the tractor's electrical and electronic systems.

The following pages provide the technician with all the necessary information regarding the tractor's systems and components.

Due to the possible time difference between the introduction of technical modifications (in line with our policy of continuous product improvement) and the corresponding amendment of our printed documentation, we are obliged to state that the data contained in this document are subject to modification and as such are not binding.

1.1 LIST OF WIRING LOOMS

DESCRIPTION	CODE	PAGE
BATTERY WIRING	0.014.1637.4/10	40-27
FRONT WIRING (1/2)	0.014.1638.4/30	40-28
CENTRAL WIRING (1/2)	0.014.1640.4/20	40-39
REAR WIRING (1/2)	0.014.1639.4/40	40-45
PTO-FILTER2 WIRING	0.014.1644.4	40-47
TRAILER BRAKE WIRING	0.014.1645.4/10	40-48
FRONT LIGHT WIRING	0.014.1643.4	40-53
REAR LIGHTS WIRING (VERSION TB)	0.014.1642.4/20	40-54
REAR LIGHTS WIRING (VERSION T)	0.014.1641.4/20	40-55

1.2 DEFINITION OF COMPONENTS AND SYMBOLS

In order to ensure that the information contained in these chapters is comprehensible, it is important to first establish the meaning of some of the terms that are used:

TERM	DESCRIPTION
Connector	Element used to connect two components (e.g. wiring-switch. wiring-wiring)
Temperature sensor	Electrical component that converts the temperature of a medium (air, water, oil, etc.) into a voltage or resistance
Pressure sensor	Electrical component that converts the pressure of a medium (air, water, etc.) into a voltage or resistance
Position sensor	Electrical component that converts the angular or linear position of an object into a voltage
Pressure switch	Switch that changes state (opens or closes a contact) according to the operating pressure in the circuit in which it is installed
Thermostat	Switch that changes state (opens or closes a contact) according to the temperature of the medium in which it is immersed.
Switch	Mechanical component that opens or closes one or more electrical contacts.
Solenoid valve	Valve operated by applying electrical current to a coil (or solenoid)

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FRONT WIRING (2/2)

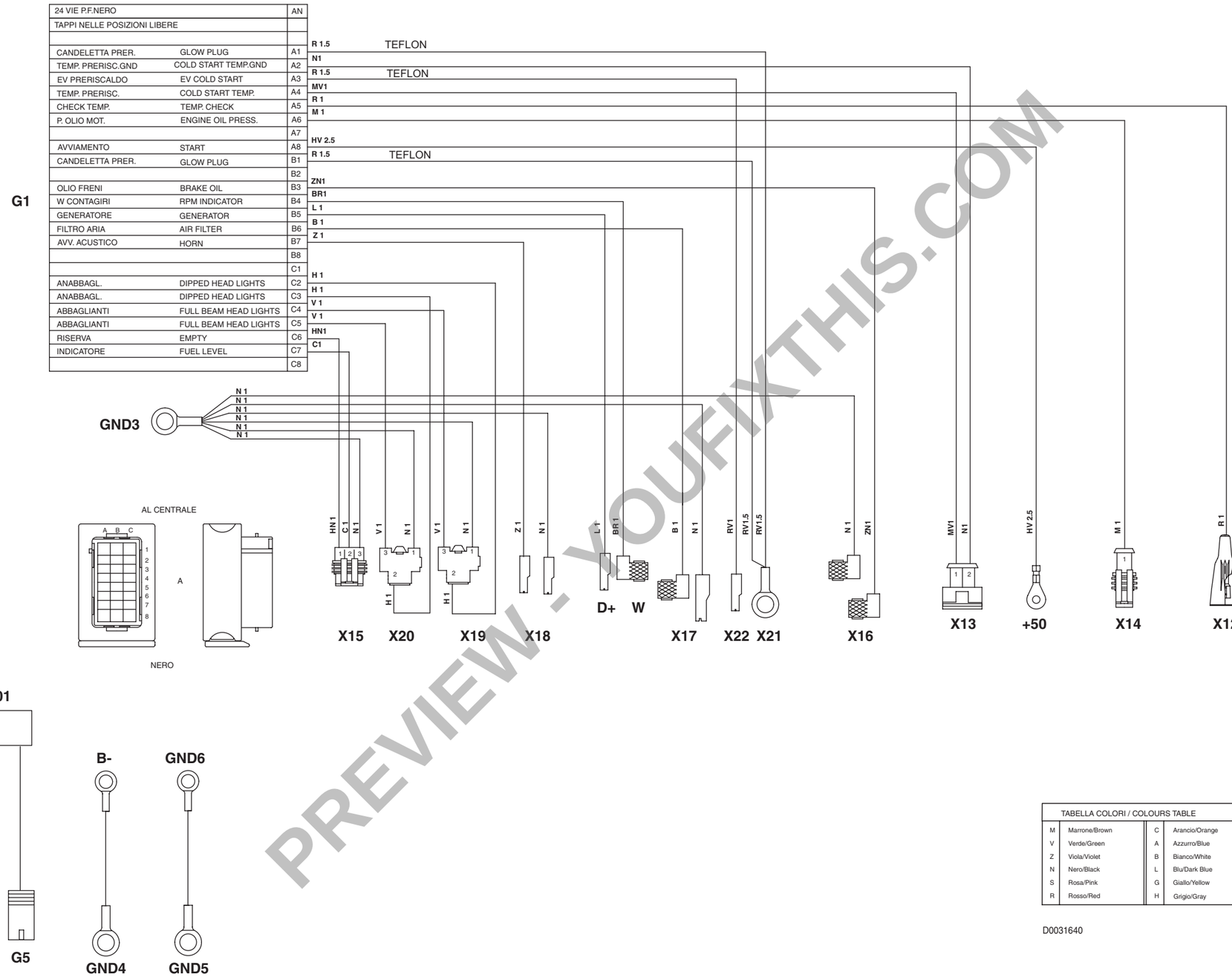


TABELLA COLORI / COLOURS TABLE			
M	Marrone/Brown	C	Arancio/Orange
V	Verde/Green	A	Azzurro/Blue
Z	Viola/Violet	B	Bianco/White
N	Nero/Black	L	Blu/Dark Blue
S	Rosa/Pink	G	Giallo/Yellow
R	Rosso/Red	H	Grigio/Gray

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