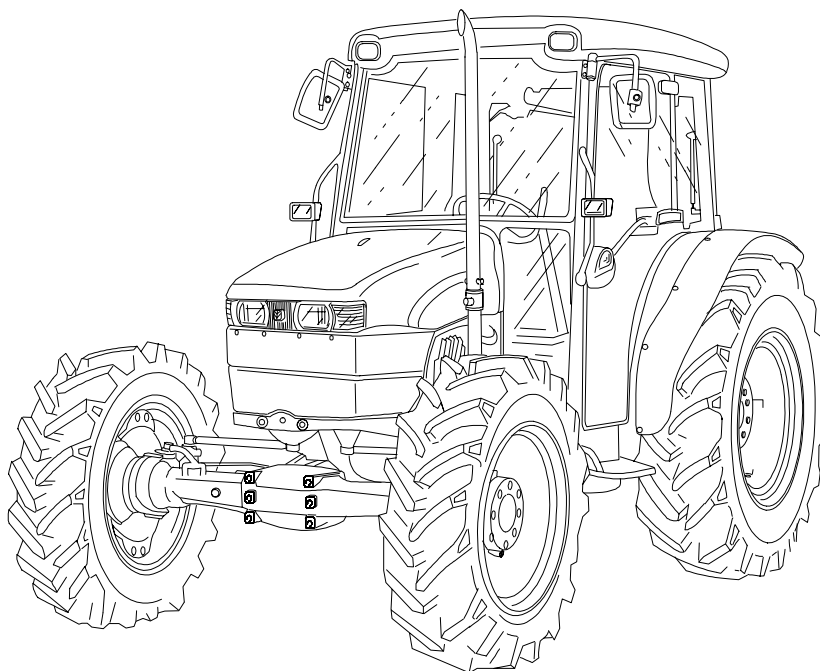




NEW HOLLAND



27594

TN55D - TN55S - TN65D - TN65S - TN70D - TN70S - TN75D - TN75S TRACTORS SERVICE MANUAL

CROSS-SECTIONAL VIEWS

GENERAL GUIDELINES	00
ENGINE	10
CLUTCH	18
TRANSMISSIONS	21
DRIVE LINES	23
FRONT MECHANICAL TRANSMISSION	25
REAR MECHANICAL TRANSMISSION	27
POWER TAKE-OFF	31
BRAKES	33
HYDRAULIC SYSTEMS	35
STEERING	41
AXLE AND WHEELS	44
CAB AIR CONDITIONING SYSTEM	50
ELECTRICAL SYSTEM	55
PLATFORM, CAB, BODYWORK	90

S E R V I C E

INTRODUCTION

- *This manual is divided into sections identified by two-figure numbers and each section has independent page numbering.
For easy reference, these sections have the same numbers and names as the Repairs Rate Book sections.*
- *The different sections can easily be found by consulting the table of contents on the following pages.*
- *The document number of the manual and the edition/update dates are given at the bottom of each page.*
- *Pages updated in the future will be identified by the same document number followed by a two-figure update number (e.g.: 1st Update 603.54.350.01; 2nd Update 603.54.350.02; etc.) and by the corresponding issue date.
These pages will be supplemented by a reprint of the updated contents page.*
- *The information contained in this manual was current on the date printed on each section. As NEW HOLLAND constantly improves its product range, some information may be out of date subsequent to modifications implemented for technical or commercial reasons, or to meet legal requirements in different countries. In the event of conflicting information, consult the NEW HOLLAND Sales and Service Departments.*

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CONTENTS

	Page	Date		Page	Date
00 - GENERAL GUIDELINES			Engine Disassembly - Assembly	34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50	09-98
General instructions	1-2	09-98			
Safety regulations	3-4	09-98			
Safety regulations	5	03-02			
Consumables	6	03-02			
10 - ENGINE			Checks and measurements - cylinder block and liners	51-52	09-98
Summary	1	03-02	Checks and measurements - crankshaft, bearings and flywheel	53-54-55-56	09-98
General specifications	2-3-4	03-02			
Fuel system data	5	03-02	Checks and measurements - connecting rods .	57	09-98
Fuel system data	12	09-98	Checks and measurements - pistons	58-59-60	09-98
Injection pump calibration and engine performance data	6	03-02	Checks and measurements - camshaft, tappets and valves	61-62-63	09-98
Injection pump calibration and engine performance data	7-8-9-10-11	09-98	Checks and measurements - cylinder head	64	09-98
Engine block data	12	09-98	Re-facing valve seats	65	03-02
Crankshaft data	13-14	09-98	Checks and measurements - lubrication system	66	03-02
Connecting rod data	14	09-98	Checks and measurements - lubrication system	67	09-98
Piston data	15	03-02	Checks and measurements - cooling system ..	68	09-98
Timing gear data	16	03-02	Replacing valve guides ...	69-70-71	09-98
Timing gear data	17	09-98	Replacing injector sleeves and support	72-73	09-98
Cylinder head data	18	09-98	Removal-Installation - crankshaft front seal	74-75	09-98
Lubrication and cooling system data	19	03-02	Valve clearance adjustment	76-77	09-98
Tightening Torques	20	03-02	Removal-Installation - injectors	78-79	09-98
Tools	21-22	03-02	Removal - Installation Bosch injection pump	80	09-98
Cross-sectional views of engine	23-24	09-98	Removal - Installation Bosch injection pump	81-82	03-02
Lubrication diagrams	25	09-98	Bosch injection pump - timing	83-84	03-02
Engine cooling system diagram	26	09-98			
Troubleshooting	27-28-29-30	09-98			
Engine Removal - Installation	31-32	09-98			
Compression test	33	09-98			

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	Page	Date
Bosch injection pump – air bleeding	85	09-98
Exhaust pipe. Removal-Refitting	86	09-98
Removal-Refitting – coolant pump	87	09-98
Coolant pump overhaul ...	88	09-98
Removal-Refitting – thermostat valve	89-90	09-98
Removal-Refitting – radiator	91-92-93-94	09-98
Injection pump calibration and engine performance data	95-96	03-02

18 - CLUTCH

Main specifications	1-2	03-02
Tightening Torques	2	03-02
Tools	2-3	03-02
Cross-sectional views ...	3-4	03-02
Troubleshooting	5	03-02
Removal-Refitting – clutch	6-11-12-13-14-15	03-02
Removal-Refitting – clutch	7-8-9-10	09-98
Clutch Overhaul	16	03-02
Clutch Overhaul	17-18-19-20	09-98
Checks and measurements – clutch	21-22	09-98
Adjustments – clutch disengagement lever	22-23	09-98
Adjustments – clutch pedal	24	09-98
PTO control adjustment ..	25	03-02
Sectional view of PTO clutch servo control	26	03-02
Description and operation of PTO servo control	27-28	03-02
PTO servo control adjustment	29	03-02
PTO engaged switch adjustment	30	03-02

21 - TRANSMISSIONS

CHAPTER 1 - Transmission and range gear (16x16)

Main specifications	1-2	09-98
Tightening Torques	2-3	09-98
Tools	4-5-6-7	09-98
Cross-sectional views ...	8-9-10-11	09-98
Description and Operation	12	09-98
Troubleshooting	12-13	09-98
Removal-Refitting – Rear transmission – gearbox casing	14-15-16-17-18-19-20	09-98
Disassembly-Assembly – transmission-gearbox casing	21-22-23-24-25-26-27-28	09-98
Gearbox driving and driven shafts clearance adjustment.	29	03-02
Sealing compound application diagram	30	03-02
Gearbox control lever. Removal-Refitting	31	09-98
Range gear control lever. Removal-Refitting	32	09-98
Shuttle control lever. Removal-Refitting	33	09-98
Fuel tank. Removal-Refitting	34-35	09-98

CHAPTER 2 - Mechanical transmission and splitter

Main specifications	1-2	09-98
Tightening Torques	2	09-98
Tools	2	09-98
Cross-sectional views ...	3-4-5	09-98
Description and Operation	6	09-98
Troubleshooting	7	09-98
Splitter device and creeper unit casing, shafts and bearings disassembly	8-9-10	09-98

	Page	Date
CHAPTER 3 - Power Shuttle transmission with 2 Speed Power Shift		
Main specifications	1-2	03-02
Tightening Torques	3	09-98
Tools	4-5-6	09-98
Cross-sectional views ...	7-8-9-11	09-98
Cross-sectional views ...	10	03-02
Clutch control pressure test	10	03-02
Description and Operation	12	09-98
Troubleshooting	12	09-98
Disassembly-Assembly - transmission-gearbox casing	13-14	09-98
Disassembly-Reassembly - Power Shuttle control valve	15-16-17	09-98
Disassembly-Assembly - accumulator	18	09-98
Gearbox control valve solenoid valve. Removal-Refitting	19-20	09-98
Disassembly-Assembly - clutch casing	21-22-23-24	09-98
Disassembly-Assembly - clutch casing	25	03-02
Faults code decoding	26	03-02
Calibration	27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45	03-02
First start-up procedure ..	46	03-02
Diagnostics	47 to 148	03-02
Power Shuttle control unit input/output wiring diagram	150-151-152-153	03-02
Description and operation of the control unit	154-155-156-157-157	03-02

CHAPTER 4 - Mechanical transmission (8 + 8 NASO version)

Main specifications	1	09-98
Tightening Torques	1	09-98
Tools	1	09-98
Cross-sectional views ...	2-3-4	09-98

CHAPTER 4 - Power Shuttle transmission (16 + 16 and 8 + 8 versions)

Main specifications	1	09-98
Tightening Torques	2	09-98
Cross-sectional views ...	3-4-5-6	09-98

23 - DRIVE LINES

Main specifications	1	03-02
Tightening Torques	2	03-02
Tools	3-4	03-02
Cross-sectional views ...	5-6-7	09-98
Description and Operation	8-9	09-98
Troubleshooting	9	09-98
Drive shafts and guard.		
Disassembly - Assembly .	10-11-12	09-98
Removal-Refitting - drive gear casing	13-14	09-98
Disassembly-Assembly - drive gear casing	15-16-17-18	09-98
Faults code decoding	19	03-02
Calibration	20-21-22-23-24-25-26-27	03-02
First start-up procedure ..	28	03-02
Diagnostics	29 to 66	03-02
PTO control unit input/output wiring diagram	68-69	03-02

25 - FRONT MECHANICAL TRANSMISSION

CHAPTER 1 - Front mechanical transmission (super steer axle)

Main specifications	1-2	03-02
Main specifications	3	09-98
Tightening Torques	4-5-6	09-98

	Page	Date		Page	Date
Tools	7-8	03-02	Removal-Refitting - front axle	11-12-13-14	09-98
Tools	9	09-98	Front axle. Disassembly - Assembly	15-16-17-18-19-20-21-22-23	09-98
Cross-sectional views ...	10-11-12-13	09-98	Overhaul - differential lock unit	24-25	09-98
Description and Operation	13-14	03-02	Replacing steering knuckle pins and bearings	26	09-98
Troubleshooting	15	09-98	Adjustments - steering knuckle bearings	27-28	09-98
Removal-Refitting - front axle	16-17-18-19	09-98	Adjustments - bevel drive	29-30	03-02
Removal-Installation - front axle bevel drive support and differential	20-21-22-23	09-98	Adjustments - bevel drive	31-32-33-34-35	09-98
Overhaul - front axle bevel drive	24-25	09-98	Overhaul - front differential	36	09-98
Adjustments - bevel drive	26-27-28-29-30-31	09-98	LIM-SLIP self-locking differential	37-38	09-98
Overhaul - front differential	32	09-98	Checking leading wheels alignment	39	03-02
Overhaul - differential lock unit	33-34-35	09-98	Disassembly-Assembly - front epicyclic final drive ..	40-41	03-02
Disassembly-Assembly - front epicyclic final drive with brake	36-37-38-39	09-98	Disassembly-Assembly - front epicyclic final drive with brake	42-43-44	03-02
Disassembly-Assembly - front epicyclic final drive ..	40-43	09-98			
Disassembly-Assembly - front epicyclic final drive ..	41-42	03-02	27 - REAR MECHANICAL TRANSMISSION		
Disassembly-Assembly - wheel hubs and steering knuckle	44	09-98	Main specifications	1-2	03-02
Adjustments - steering knuckle bearings	45	09-98	Tightening Torques	3-4	03-02
Replacing steering knuckle pins and bearings	46	09-98	Tools	5-6-7-8	09-98
CHAPTER 2 - Front mechanical transmission			Cross-sectional views ...	9-10	09-98
Main specifications	1-2	03-02	Description and Operation	11-12	09-98
Main specifications	3	09-98	Troubleshooting	12-13	09-98
Tightening Torques	3-4	09-98	Disassembly-Assembly - transmission-gearbox casing	14-15-16-17-18-19	09-98
Tools	5-6	03-02	Adjustment - differential lock engagement sleeve position	20	09-98
Cross-sectional views ...	7-8	03-02	Adjustments - bevel drive	21-22	03-02
Description and Operation	8-9	09-98	Adjustments - bevel drive	23-24-25	09-98
Troubleshooting	10	09-98			

	Page	Date
Removal-Refitting - side gear casing	26-27-28-29	09-98
Disassembly-Assembly - drive wheel shaft	29-30-31	09-98
Disassembly-Assembly - epicyclic reduction gear ..	31	09-98

31 - POWER TAKE-OFF

CHAPTER 1 - Mechanical power take-off

Main specifications	1-2-3	03-02
Tools	3-4	03-02
Tightening Torques	5-6	09-98
Cross-sectional views ...	7-8	09-98
Description and Operation	9-10-11	09-98
Troubleshooting	11	09-98
Disassembly - Assembly - power take-off	12-13-14-15	09-98

33 - BRAKES

Main specifications	1-2	09-98
Tightening Torques	2	09-98
Cross-sectional views ...	3-4	03-02
Cross-sectional views ...	5	09-98
Tools	5-6	09-98
Description and Operation	6	09-98
Troubleshooting	7-8	09-98
Removal-Refitting - service brake	9-10	09-98
Removal-Refitting - service brake pump	11-12-13-14	09-98
Adjustments - service brake pedals travel	15-16	09-98
Service brake circuit air bleeding	16-17-18	09-98
Removal-Refitting - parking brake	19-20	09-98
Adjustments - parking handbrake travel	20	09-98

35 - HYDRAULIC SYSTEMS

CHAPTER 1 - Rear mechanical hydraulic lift

Main specifications	1-2-3	09-98
Tightening Torques	3-4	09-98
Tools	5-6	09-98
Cross-sectional views ...	7-8-9-10-11	09-98
Description and Operation	12-13-14-15	09-98
Troubleshooting	16	09-98
Troubleshooting	17	03-02
Lift internal controls. Disassembly - Assembly	18-19-20-21	03-02
Adjusting the lift	22-31	03-02
Adjusting the lift	23-24-25-26-27-28-29-30	09-98
Lift cylinder and arms shaft. Disassembly - Assembly .	32	03-02
Lift cylinder and arms shaft. Disassembly - Assembly .	33-34-35	09-98
Disassembly-Assembly - lift control valve	36-37-38	09-98
Disassembly-Assembly - lift control valve	39	03-02
Lift pressure relief valve ..	40	03-02

CHAPTER 2 - Open centre system auxiliary control valves

Main specifications	2	03-02
Tools	2	03-02
Tightening Torques	2	03-02
Cross-sectional views ...	3-4-5	09-98
Description and Operation	5-6-7-8	09-98
Lift electronic control unit. Replacement	9	09-98
Control valves. Disassembly - Assembly	10-11-12	09-98

	Page	Date		Page	Date
CHAPTER 3 - Trailer brakes auxiliary control valves			Electronic lift calibration . .	44-45-46- 47-48-49- 50-51-52- 53-54-55- 56	03-02
Cross-sectional views . . .	1	09-98	First start-up procedure . .	57	03-02
Description and Operation	1-2-3-4-5 -6-7	09-98	Diagnostics	58 to 145	03-02
Troubleshooting	8-9-10	09-98	Electronic lift control unit input/output wiring diagram	146-147	03-02
Removal-Refitting - trailer brake valve	11	09-98			
CHAPTER 4 - Electronically controlled hydraulic lift			CHAPTER 5 - Non-stop flow gear pump		
Main specifications	2-3	03-02	Main specifications	2-3	09-98
Tightening Torques	4	09-98	Diagrams	3	09-98
Tools	4-5-6	09-98	Description and Operation	3	09-98
Cross-sectional views . . .	7-8-9	09-98	Disassembly-Assembly - lift oil pump	4	09-98
Location of parts	10-11	09-98	CHAPTER 6 - Electronic lift and front Power Take-Off		
Description and Operation	12-13-14- 15-16-17- 18	09-98	Main specifications of front lift	1-2-3	03-02
Removal-Installation - lift .	19-20-21- 22-23	09-98	Tightening Torques	3-4-5	03-02
Draft sensor support. Removal-Refitting	24	09-98	Cross-sectional views of implement linkage	6-7	03-02
Replacement - control unit	25	09-98	Cross-sectional views of front PTO	8-9-10	03-02
Lift arm potentiometer. Re- placement	26-27	09-98	Description and Operation	11-12-13- 14	03-02
Replacement - draft sen- sor	28-29-30	09-98	Front lift hydraulic diagram	15	03-02
Electronically controlled hydraulic lift. Disassembly - Assembly	31-32-33- 34-35	09-98	Front lift troubleshooting . .	16-17	03-02
Removal-Installation - hy- draulic control valve	36	09-98	Removal-Refitting - Front power take-off trans- mission shaft	18-19-20- 21-22-23- 24-25	03-02
Hydraulic control valve. Disassembly - Assembly .	37-38	09-98	Disassembly-Assembly - Front PTO transmission shaft	26	03-02
Hydraulic control valve. Disassembly - Assembly .	39	03-02	Front PTO casing cross- sectional view	27	03-02
Lift calibration	40-41	03-02	Removal-Refitting - Front PTO electromagnetic coupling	28-29-30	03-02
Connecting calibration in- strument 294084 to the lift diagnosis socket	42	03-02	Disassembly-Assembly - Front PTO electromagnetic coupling	31-32-33- 34	03-02
Faults code decoding	43	03-02			

	Page	Date		Page	Date
Removal-Refitting - Front lift support	35-36-37	03-02	Disassembly-Assembly - hydrostatic control valve ..	13-14-15-16-17-18-19-20-21-22-23-24-25-26-27	09-98
Front PTO fault codes decoding	38	03-02	Hydrostatic steering control valve bench testing	28-29	09-98
Front PTO calibration	39-40-41-42-43-44-45-46	03-02	Pressure relief valve testing	30	09-98
Front PTO first start-up ..	47	03-02	CHAPTER 2 - Non-stop flow gear pump		
Front PTO troubleshooting	48 to 62	03-02	Main specifications	1-2	09-98
Front electronic lift calibration	63-64	03-02	Diagrams	3	09-98
Connecting calibration instrument 294084 to the lift diagnosis socket	65	03-02	Description and Operation	4	09-98
Front lift fault codes decoding	66	03-02	Disassembly-Assembly - hydrostatic steering oil pump	5	03-02
Front electronic lift calibration	67-68-69-70-71-72-73-74-75-76-77-78-79	03-02	44 - AXLES AND WHEELS		
Front electronic lift troubleshooting	81 to 126	03-02	Main specifications	1-2	03-02
Front PTO control unit input/output wiring diagram	128-129	03-02	Front wheel track diagram	2	03-02
Front electronic lift control unit input/output wiring diagram	130-131	03-02	Cross-sectional views ...	3	09-98
41 - STEERING			Tightening Torques	4-5-6	09-98
CHAPTER 1 - Steering			Tools	6-7	09-98
Main specifications	2	09-98	Troubleshooting	7	09-98
Tightening Torques	2	09-98	Disassembly-Assembly - wheel axle hub	8-9-10	09-98
Tools	2	09-98	Removal-Refitting - front axle	11-12-13	09-98
Description and Operation	3-4-5	09-98	Stub axle hub overhaul ...	14-15-16-17	09-98
View of hydrostatic steering control valve components .	6	09-98	Checking leading wheels alignment	18	09-98
Troubleshooting	7-8	09-98	50 - CAB AIR CONDITIONING SYSTEM		
Replacement - hydrostatic steering wheel	9	09-98	Safety regulations	2	09-98
Removal-Refitting - hydrostatic steering control valve	10-11-12	09-98	Main specifications	3	09-98
			Tools	4	09-98
			Operating principles	5	09-98
			Components of cab air conditioning system	6-7-8-9-10	09-98
			Cab controls	11-12-13	09-98
			Operation control and cooling	14-15	09-98

	Page	Date
Conditioning system maintenance	16-17	09-98
Troubleshooting	18-19-20-21	09-98
Refrigerant recovery - recycling and evacuation - charging stations	22-23	09-98
Dehydration, recharging and refrigeration check ...	24-25-26-27-28-29-30	09-98
Checking for fluid/gas leaks in the air conditioning system	31-32	09-98
Compressor drive belt tension adjustment	33	09-98
Cab air infeed vents. Removal-Refitting	34	09-98
Cab heating/air-conditioning system. Removal-Refitting	35-36	09-98
Cab heater. Disassembly-Assembly	37	09-98
Cab air conditioning system evaporator unit. Disassembly - Assembly	38	09-98
Cab electric fan unit. Disassembly - Assembly	39	09-98

55 - ELECTRICAL SYSTEM

CHAPTER 1 - Instruments

Analog instruments	1-2-3-4	09-98
Transmitters, sensors and switches	5-6-7-8-9-10	09-98
Transmitters, sensors and switches	11-12	03-02
Electronic Instrument Panel	13-14-15	09-98
Maintenance	16	09-98

Version of frame No. 1269072

Analog instruments	17-18-19	03-02
Transmitters, sensors and switches	20-21-22-23	03-02

	Page	Date
Electronic Instrument Panel	24-25-26	03-02

CHAPTER 2 - Components

Introduction	1	09-98
Components	1-2-3-4-5-6-7-8-9-10-11-12-13-14	09-98
Maintenance	15-16-17	09-98

Version of frame No. 1269072

Introduction	19	03-02
Components	20-21-22-23-24-25-26-27-28-29-30-31-32-33	03-02

CHAPTER 3 - Starting System

Technical data	1	09-98
Tightening Torques	1	09-98
Description and Operation	2	09-98
Electrical diagram	3	09-98
Troubleshooting	4	09-98
System testing	5-6-7	09-98
Overhaul	8-9	09-98
Starter motor testing	10-11	09-98

Version of frame No. 1269072

Technical data	13	03-02
Tightening Torques	13	03-02
Electrical diagram	14	03-02

CHAPTER 4 - Charging system

Technical data	1	09-98
Tightening Torques	1	09-98
Description and Operation	2-3	09-98
System testing	4-5-6-7-8-9	09-98
Alternator Removal-Refitting and overhaul	9-10-11-12-13-14-15-16	09-98

CHAPTER 5 - Battery

Technical data	1	09-98
----------------------	---	-------

	Page	Date
Description and Operation	1	09-98
Battery Removal-Refitting	2	09-98
Battery maintenance	3	09-98
Battery recharging	4-5-6	09-98
Battery troubleshooting . . .	6	09-98

CHAPTER 6 - Electrical circuits

Contents	1	09-98
Index (Version of frame No. 1269072)	111	03-02

CHAPTER 7 - Cab electrical components

Direction indicator switch. Replacement	2	09-98
Multi-function control panel. Removal-Refitting .	3	09-98
Services electronic control unit. Replacement	4	09-98
Power Shuttle electronic control unit. Replacement .	5	09-98
Fusebox. Replacement . . .	6	09-98
Fuses - Relays. Replacement	7	09-98
Loudspeakers. Removal-Refitting	8	09-98
Cab lamp fitting. Removal-Refitting	9	09-98
Rear windscreen wiper motor. Removal-Refitting .	10	09-98

	Page	Date
Rear windscreen wiper motor. Removal-Refitting .	11	09-98

90 - PLATFORM, CAB, BODYWORK

CHAPTER 1 - Cab

Hood opening. Removal-Refitting	2	09-98
Protective grill. Removal-Refitting	3	09-98
Hood guard. Removal-Refitting	4	09-98
Instrument panel lower guard. Removal-Refitting .	5	09-98
Platform assembly. Removal-Refitting	6-7-8-9-10-11-12	09-98
Safety frame roof. Removal-Refitting	13	09-98
Cab assembly with platform. Removal-Refitting . .	14-15-16-17-18-19-20-21	09-98
Cab windows. Replacement	22-23-24	09-98
Right/left-hand upright seals. Removal-Refitting .	25	09-98
Cab ceiling fitting. Removal-Refitting	26-27	09-98

START UP

- Never run the engine in confined spaces that are not equipped with adequate ventilation for exhaust gas extraction.
- Never place the head, body, limbs, feet, hands or fingers near fans or rotating belts.

ENGINE

- Always loosen the radiator cap slowly before removing it to allow any remaining pressure in the system to be discharged. Filling up with coolant should only be carried out with the engine stopped or idling (if hot).
- Never fill up with fuel when the engine is running, especially if hot, in order to prevent the outbreak of fire as a result of fuel spillage.
- Never check or adjust fan belt tension when the engine is running.
Never adjust the fuel injection pump when the vehicle is moving.
- Never lubricate the vehicle when the engine is running.

ELECTRICAL SYSTEMS

- If it is necessary to use auxiliary batteries, remember that both ends of the cables must be connected as follows: (+) with (+) and (-) with (-). Avoid short-circuiting the terminals. GAS RELEASED FROM BATTERIES IS HIGHLY INFLAMMABLE. During charging, leave the battery compartment uncovered to improve ventilation. Never check the battery charge using "jumpers" (metal objects placed on the terminals). Avoid sparks or flames near the battery zone. Do not smoke to prevent explosion hazards.
- Before servicing operations, check for fuel or current leaks. Eliminate any eventual leaks before proceeding with work.
- Never charge batteries in confined spaces. Make sure that there is adequate ventilation in order to prevent accidental explosion hazards as a result of the accumulation of gases released during charging operations.
- Always disconnect the batteries before performing any kind of servicing on the electrical system.

HYDRAULIC SYSTEMS

- A liquid leaking from a tiny hole may be almost invisible but, at the same time, be powerful

enough to penetrate the skin; Therefore, NEVER USE HANDS TO CHECK FOR LEAKS. Use a piece of cardboard or wood for this purpose. If any liquid penetrates skin tissue, call for medical aid immediately. Failure to treat this condition with correct medical procedure may result in serious infection or dermatosis.

- In order to check the pressure in the system use suitable instruments.

WHEELS AND TYRES

- Make sure that the tyres are correctly inflated at the pressure specified by the manufacturer. Periodically check the rims and tyres for damage.
- Stand away from (at the side of) the tyre when checking inflation pressure.
- Only check pressure when the tractor is unloaded and the tyres are cold, to avoid incorrect readings as a result of over-pressure. Do not use parts of recovered wheels as incorrect welding brazing or heating may weaken and eventually cause damage to the wheel.
- Never cut or weld a rim mounted with an inflated tyre.
- To remove the wheels, lock both the front and rear vehicle wheels. After having raised the vehicle, position supports underneath, according to regulations in force.
- Deflate the tyre before removing any objects that may be jammed in the tyre tread.
- Never inflate tyres using inflammable gases; as this may result in explosions and injury to bystanders.

REMOVAL AND RE-FITTING

- Lift and handle all heavy parts using suitable hoisting equipment. Make sure that parts are sustained by appropriate hooks and slings. Use the hoisting eyebolts for lifting operations. Extra care should be taken if persons are present near the load to be lifted.
- Handle all parts carefully. Do not put your hands or fingers between parts. Wear suitable safety clothing - safety goggles, gloves and shoes.
- Avoid twisting chains or metal cables. Always wear safety gloves when handling cables or chains.

CONSUMABLES

COMPONENT TO BE FILLED OR TOPPED UP	QUANTITY dm ³ gall. (litres)	RECOMMENDED NEW HOLLAND PRODUCTS	NEW HOLLAND SPECIFICATIONS	INTERNATIONAL SPECIFICATIONS
Cooling system: without cab with cab	2.64 (10.0) 3.17 (12.0)	Water and AMBRA AGRIFLU liquid 50% + 50%	NH 900 A	-
Windscreen washer bottle .	0.52 (2.0)	Water and AREXONS DP1* liquid*	-	-
Fuel tank:	19.81 (75)	Decanted and filtered diesel fuel	-	-
Engine sump: without filter: with filter:	1.77 (6.7) 1.98 (7.5)	AMBRA SUPER GOLD AMBRA SUPER Oil	NH 324G (SAE 10W-30) NH 330G (SAE 15W-40) NH 301C (SAE 10W) NH 302C (SAE 10W) NH 303C (SAE 10W) NH 304C (SAE 10W)	API CF-4/SG CCMC D4 MIL-L-2104E API CCMC D4 MIL-L-2104C
Brake circuit With front brakes	0.18 (0.7) 0.13 (0.5)	AMBRA BRAKE LHM oil	NH 610 A	ISO 7308
Front axle: axle casing final drives without brakes TN55D/S (each) final drives with brakes TN55D/S (each) final drives without brakes TN65, TN70D/S TN75D/S (each) final drives with brakes TN65, TN70D/S TN75D/S (each)	1.18 (4.5) 0.21 (0.8) 0.34 (1.3) 0.26 (1.0) 0.40 (1.5)	AMBRA MULTI G oil	NH 410 B	API GL4 ISO 32/46 SAE 10W-30
Rear transmission (bevel drive, final drives and brakes), gearbox, hydraulic lift, PTO and hydraulic steering:	11.09 (42)			
Grease fittings	-	AMBRA GR9 grease	NH 710 A	NLGI 2
Air conditioning system - coolant - oil	- 0.21 (0.80) 0.04 (0.15)	-	-	R-134a SPA

(*) Detergent and anti-freeze to -10 °C with 50% of AREXONS DP1 **liquid**. For temperatures below -10 °C) fill only with AREXONS DP1 **liquid**.

SECTION 10 - ENGINE**Chapter 1 - Engine****CONTENTS**

Section	Description	Page
10 000	General specifications	2
	Main data	5
	Torque settings	20
	Tools	21
	Sections	23
	Lubrication and cooling system diagrams	25
	Troubleshooting	27
10 001 10	Engine. Removal - Installation	31
10 001 30	Compression test	33
10 001 54	Engine. Disassembly - Assembly	34
10 101 53	Valve guides. Replacement	69
10 101 60	Injector sleeve. Replacement	72
10 102 70	Front engine oil seal. Removal-refitting	74
10 106 12	Valve rocker arm clearance adjustment	76
10 218 30	Engine injectors. Removal-refitting	78
10 246 14	Bosch injection pump. Removal-Refitting timing and air bleeding check	80
10 254 44	Exhaust pipe. Removal-Refitting	86
10 402 11	Coolant pump. Removal-Refitting with radiator removed	87
10 402 28	Coolant pump. Overhaul	88
10 402 30	Thermostat. Removal-Refitting	89
10 406 10	Radiator. Removal-Refitting	91

GENERAL SPECIFICATIONS	
Engine, technical type:	
- Models TN 55D and TN 55S - type 8035.05B.231/229/529 (BOSCH pump)	See data on page 6-7
- Models TN 65D and TN 65S - type 8035.05R.241/239/539 (BOSCH pump)	See data on page 8-9
- Models TN 70D and TN 70S - type 8035.25R.220/520 (BOSCH pump) . .	See data on page 95-96
- Models TN 75D and TN 75S - type 8035.25.231/229/529 (BOSCH pump)	See data on page 10-11
Cycle	diesel, 4-stroke
Injection	direct
Number of on-line cylinders	3
Cylinder liners	dry force-fitted in cylinder block
Piston diameter	
- Models TN 55D and TN 55S	4.094 in. (104 mm)
- Models TN 65D and TN 65S	4.094 in. (104 mm)
- Models TN 70D and TN 70S	4.094 in. (104 mm)
- Models TN 75D and TN 75S	4.094 in. (104 mm)
Piston stroke	4.527 in. (115 mm)
Total displacement:	
- Models TN 55D and TN 55S	2931 cm ³
- Models TN 65D and TN 65S	2931 cm ³
- Models TN 70D and TN 70S	2931 cm ³
- Models TN 75D and TN 75S	2931 cm ³
Compression ratio for Models TN 55D, TN 55S, TN 65D and TN 65S	17:1 normally aspirated
Compression ratio for Models TN 70D, TN 70S, TN 75D and TN 75S	16.5:1 turbocharged
Maximum power:	
- Models TN 55D and TN 55S	37 kW (50 Hp)
- Models TN 65D and TN 65S	44 kW (60 Hp)
- Models TN 70D and TN 70S	51 kW (70 Hp)
- Models TN 75D and TN 75S	53 kW (72 Hp)
Maximum power speed	2300 rpm
Maximum torque speed for Models TN 55D and TN 55S	1400 rpm
Maximum torque speed for Models TN 65D and TN 65S	1400 rpm
Maximum torque speed for Models TN 70D and TN 70S	1400 rpm
Maximum torque speed for Models TN 75D and TN 75S	1400 rpm
Number of main bearings	4
Sump pan	structural, cast iron

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GENERAL SPECIFICATIONS	
Lubrication	forced, with gear pump
Pump drive	camshaft
Engine speed/oil pump speed ratio	2:1
Oil cleaning	mesh filter on oil intake and filtering cartridge on delivery line
Normal oil pressure with motor warmed-up and running at maximum speed 203° to 221 °F (95° to 105 °C):	
For Models TN 55D/S and TN 65D/S	42.06 to 56.56 psi (2.9 to 3.9 bar)
For Models TN 70D/S and TN 75D/S (start operation)	≥ 29 psi (≥ 2 bar)
Pressure relief valve	incorporated in oil pump housing
Valve initial opening pressure	50.76 psi (3.5 bar)
For further lubrication technical data	see page 19
Cooling system	coolant circulation
Radiator on Models TN 55D/S and TN 65D/S	3 lines of vertical pipes with copper fins
Radiator on model. TN 70D/S and TN 75D/S	4 lines of vertical copper pipes
Fan, attached to coolant pump pulley	intake, 6-blade in sheet-metal
Coolant pump	centrifugal vane-type
Engine speed/coolant pump speed ratio	1:1.25
Temperature control	thermostat
Coolant thermometer	coloured scale divided into 3 sections
Temperature ranges corresponding to each section:	
- initial white section	86° to 149 °F (30° to 65 °C)
- middle green section (normal working conditions)	149° to 221 °F (65° to 105 °C)
- final red section	221° to 239 °F (105° to 115 °C)
For further cooling system technical data	see page 19
Speedometer/tachometer	incorporated in control panel
Operating system	from gear on camshaft
Hour counter calibrated for engine speed of	1800 rpm

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GENERAL SPECIFICATIONS	
Timing system Intake: - start: before TDC. - end: after BDC. Drain: - start: before BDC. - end: after TDC. Valve-rocker arm clearance for timing check Valve-rocker arm clearance (with engine cold): - intake - exhaust For further timing system technical data	overhead valves operated by tappets, rods and rocker arms via the camshaft located in the engine block; the camshaft is driven by the crankshaft using helical gears 12° 31° 50° 16° 0.0177 in. (0.45 mm) 0.011 ± 0.0019 mm (0.30 ± 0.05 mm) 0.011 ± 0.0019 mm (0.30 ± 0.05 mm) see page 16
Fuel system Air cleaning Charge Pump Fuel filtering Minimum fuel flow rate with pump shaft rotating at 1600 rpm . Cam operated BOSCH injection pump All-speed governor, incorporated in pump: BOSCH Automatic advance regulator, incorporated in pump: BOSCH For further fuel system technical data: Fixed advance (pump setting for start of delivery before TDC) - Pressure setting - Injection order, and other information regarding the BOSCH pump	dual cartridge dry air filter, with clogged filter indicator with centrifugal pre-filter and automatic dust ejector double diaphragm through wire filter in fuel supply pump, and replaceable cartridge on delivery line to injection pump 100 litres/hour engine timing rotating distributor type centrifugal counterweights hydraulic refer to the data for the relevant engine type in the table on page 2

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