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# TC35A, TC35DA, TC40A, TC40DA, TC45A, TC45DA REPAIR MANUAL COMPLETE CONTENTS

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The following pages are the collation of the contents pages from each section and chapter of the TC35A - TC45DA Repair manual. Complete Repair part # 87618714.

The sections used through out all New Holland product Repair manuals may not be used for each product. Each Repair manual will be made up of one or several books. Each book will be labeled as to which sections are in the overall Repair manual and which sections are in each book.

The sections listed above are the sections utilized for the TC35A - TC45DA Tractors.

**SECTION 00 - GENERAL INFORMATION**

**Chapter 1 - General Information**

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## **INTRODUCTION**

This repair manual provides the technical information needed to properly service the New Holland TC35A, TC35DA, TC40A, TC40DA, TC45A and TC45DA tractors. Use this manual in conjunction with the operator's manual for complete operation, adjustment, and maintenance information.

On New Holland equipment, left and right are determined by standing behind the unit, looking in the direction of travel.

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## PRECAUTIONARY STATEMENTS

### PERSONAL SAFETY

Throughout this manual and on machine decals, you will find precautionary statements (“**CAUTION**”, “**WARNING**”, and “**DANGER**”) followed by specific instructions. These precautions are intended for the personal safety of you and those working with you. Please take the time to read them.

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 **CAUTION** 

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The word “**CAUTION**” is used where a safe behavioral practice according to operating and maintenance instructions and common safety practices will protect the operator and others from accident involvement.

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 **DANGER** 

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The word “**DANGER**” denotes a forbidden practice in connection with a serious hazard.

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 **WARNING** 

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The word “**WARNING**” denotes a potential or hidden hazard which has a potential for serious injury. It is used to warn operators and others to exercise every appropriate means to avoid a surprise involvement with machinery.

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**FAILURE TO FOLLOW THE “CAUTION”, “WARNING”, AND “DANGER” INSTRUCTIONS MAY RESULT IN SERIOUS BODILY INJURY OR DEATH.**

### MACHINE SAFETY

The precautionary statement (“**IMPORTANT**”) is followed by specific instructions. This statement is intended for machine safety.

**IMPORTANT:** *The word “IMPORTANT” is used to inform the reader of something he needs to know to prevent minor machine damage if a certain procedure is not followed.*

## TECHNICAL INFORMATION

### HARDWARE

#### GENERAL

The TC35A, TC35DA, TC40A, TC40DA, TC45A and TC45DA tractors have been built using metric hardware.

**NOTE:** *Be sure to use the hardware specified when using tapped holes, as trying to install a metric bolt in an inch thread, or an inch bolt in a metric thread, will damage the thread.*

Certain hardware must be tightened to specific torque specifications. If specific torque specifications are not noted, tighten the hardware to the standard torque chart specification listed in this manual.

#### PLATING

Hardware used on New Holland balers is plated with zinc chromate (gold color). Gold colored hardware has different torquing requirements from unplated or zinc plated (silver color) hardware because of the difference in the coefficient of friction of the plating material. The torque charts in this manual list the correct specifications for gold, silver, and unplated bolts.

#### NUT TIGHTENING

Whenever possible, the nut should be tightened, not the head of the bolt. When tightening using the bolt head, the clamp load can be lost because some of the torque applied twists the bolt instead of tensioning (stretching) it. The tension on the bolt is what holds the joint together.

Approximately 90% of the torque applied during assembly goes to overcoming friction between the parts. The other 10% is used to tension (stretch) the bolt. After assembly, the frictional forces disappear, which is the basis for the saying "If it does not fail during assembly, it will not fail in service." The bolt may later fail due to other factors, but not from being over tightened.

#### LOCKNUTS

Most locknuts are coated with a special lubricant that is dry to the touch. Anytime a locknut is used, a lower than normal torque is required. Refer to the torque charts in this manual for specific values.

#### JAM NUTS

When using a jam nut to lock a regular nut, the jam nut should be installed first and tightened to one half the recommended torque, then held in place while installing a regular nut to the recommended torque.

#### THREAD LUBRICATION

The addition of antiseize compound, Molykote, oil, graphite, or any other lubricant to a bolt decreases the friction between it and a nut. This makes it necessary to reduce the recommended torque to prevent over tensioning of the bolt. When using the torque charts in this manual, decrease the value by 20% whenever a lubricant is used.



## SAFETY PRECAUTIONS

A careful operator is the best operator. Most accidents can be avoided by observing certain precautions. To help prevent accidents, read and take the following precautions before operating this tractor. Equipment should be operated only by those who are responsible and instructed to do so.

### THE TRACTOR

1. Read the Operator's Manual carefully before using the tractor. Lack of operating knowledge can lead to accidents.
2. Use an approved roll bar and seat belt for safe operation. Overturning a tractor without a roll bar can result in death or injury. If your tractor is not equipped with a roll bar and seat belt, see your New Holland Dealer.
3. Always use the seat belt. The only instance when the seat belt should not be used is if the roll bar has been removed from the tractor or folding ROPS is in down position.
4. If a front end loader is to be installed, always use a FOPS (Falling Object Protective Structure) canopy to avoid injury from falling objects.
5. Use the handholds and step plates when getting on and off the tractor to prevent falls. Keep steps and platform cleared of mud and debris.
6. Do not permit anyone but the operator to ride on the tractor. There is no safe place for extra riders.
7. Keep all safety decals clean of dirt and grime, and replace all missing, illegible, or damaged safety decals. See the list of decals in the Decal section of this manual.

### SERVICING THE TRACTOR

1. The cooling system operates under pressure which is controlled by the radiator cap. It is dangerous to remove the cap while the system is hot. Always turn the cap slowly to the first stop and allow pressure to escape before removing the cap entirely.
2. Keep any type of open flame away from the tractor and do not smoke while refueling. Wait for the engine to cool before refueling.
3. Keep the tractor and equipment, particularly brakes and steering, maintained in a reliable and

satisfactory condition to ensure your safety and comply with legal requirements.

4. Keep open flame or cold weather starting aids away from the battery to prevent fires or explosions. Use jumper cables according to instructions to prevent sparks which could cause explosion.
5. Stop the engine before performing any service on the tractor.
6. Escaping hydraulic/diesel fluid under pressure can penetrate the skin causing serious injury. If fluid is injected into the skin, obtain medical attention immediately or gangrene may result.
  - DO NOT use your hand to check for leaks. Use a piece of cardboard or paper to search for leaks.
  - Stop the engine and relieve pressure before connecting or disconnecting lines.
  - Tighten all connections before starting the engine or pressurizing lines.
7. Do not modify or permit anyone else to modify or alter this tractor or any of its components or functions without first consulting a New Holland Dealer.
8. The fuel oil in the injection system is under high pressure and can penetrate the skin. Unqualified persons should not remove or attempt to adjust a pump, injector, nozzle, or any other part of the fuel injection system. Failure to follow these instructions can result in serious injury.
9. Continuous long-term contact with used engine oil may cause skin cancer. Avoid prolonged contact with used engine oil. Wash skin promptly with soap and water.
10. Some components of your tractor, such as gaskets and friction surfaces (brake linings, clutch linings, etc.) may contain asbestos. Breathing asbestos dust is dangerous to your health. You are advised to have any maintenance or repair on such components carried out by an authorized New Holland Dealer. However, if service operations are to be undertaken on parts that contain asbestos, the essential precautions listed below must be observed:

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

### **OPERATING THE TRACTOR**

1. Before starting the tractor, apply the parking brake, place the PTO lever in the "OFF" position, the lift control lever in the down position, the remote control valve levers in the neutral position, and the transmission in neutral.
2. Always sit in the tractor seat when starting the engine or operating controls. Do not start the engine or operate controls while standing beside the tractor.
3. Do not bypass the neutral start switches. Consult your New Holland Dealer if your neutral start controls malfunction. Use jumper cables only in the recommended manner. Improper use can result in tractor runaway.
4. Avoid accidental contact with the gear shift lever while the engine is running, as this can cause unexpected tractor movement.
5. Before getting off the tractor, disengage the PTO, turn the engine off, and apply the parking brake. Never get off the tractor while it is in motion.
6. Do not park the tractor on a steep incline.
7. Do not operate the tractor engine in an enclosed building without adequate ventilation. Exhaust fumes can cause death or illness.
8. If the power steering or engine ceases operating, stop the tractor immediately.
9. Pull only from the drawbar or the lower link drawbar in the down position. Use only a drawbar pin that locks in place. Pulling from the tractor rear axle or any point above the axle may cause the tractor to upset.
10. If the front end of the tractor tends to rise when heavy implements are attached to the three-point hitch, install front end or front wheel weights. Do not operate the tractor with a light front end.

11. Always set the hydraulic selector lever in position control when attaching or transporting equipment. Ensure hydraulic couplers are properly mounted and will disconnect safely in case of accidental detachment of implement.
12. Do not leave equipment in the raised position.
13. Use the flasher/turn signal lights and SMV signs when traveling on public roads both day and night (unless prohibited by law).
14. When operating at night, adjust lights to prevent blinding oncoming drivers.

### **DRIVING THE TRACTOR**

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

### **OPERATING THE PTO**

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

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

4. To avoid injury, do not clean, adjust, unclog, or service PTO driven equipment when the tractor engine is running.
5. Ensure the PTO master shield is installed at all times. Always replace the PTO shield cap when the PTO is not in use.

### **DIESEL FUEL**

1. UNDER NO CIRCUMSTANCES should gasoline, alcohol, or blended fuels be added to diesel fuel. These combinations can create an increased fire or explosive hazard. Such blends are more explosive than pure gasoline in a closed container such as a fuel tank. **DO NOT USE THESE BLENDS.**
2. Never remove the fuel cap or refuel with the engine running or hot.
3. Do not smoke while refueling or when standing near fuel.
4. Maintain control of the fuel filler pipe nozzle when filling the tank.
5. Do not fill the fuel tank to capacity. Allow room for expansion.
6. Wipe up spilled fuel immediately.
7. Always tighten the fuel tank cap securely.
8. If the original fuel tank cap is lost, replace it with a New Holland approved cap. A non-approved, proprietary cap may not be safe.

9. Keep equipment clean and properly maintained.
10. Do not drive equipment near open fires.
11. Never use fuel for cleaning purposes.
12. Arrange fuel purchases so that winter grade fuels are not held over and used in the spring.

### **SAFETY FRAME (ROPS)**

Your New Holland tractor is equipped with a safety frame. It must be maintained in a serviceable condition. Be careful when driving through doorways or working in confined spaces with low headroom.

UNDER NO CIRCUMSTANCES should you:

- modify, drill, or alter the safety frame in any way. Doing so may render you liable to legal prosecution.
- attempt to straighten or weld any part of the main frame or retaining brackets which have suffered damage. Doing so may weaken the structure and endanger your safety.
- secure any parts on the main frame or attach your safety frame with anything other than the special high tensile bolts and nuts specified.
- attach chains or ropes to the main frame for pulling purposes.
- take unnecessary risks even though your safety frame affords you the maximum protection possible.



**WHEN YOU SEE THIS SYMBOL**

**IT MEANS:**

**ATTENTION!**

**BECOME ALERT!**

**YOUR SAFETY IS INVOLVED!**

**SECTION 10 - ENGINE**

**Chapter 1 - Engine**

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## SPECIFICATIONS

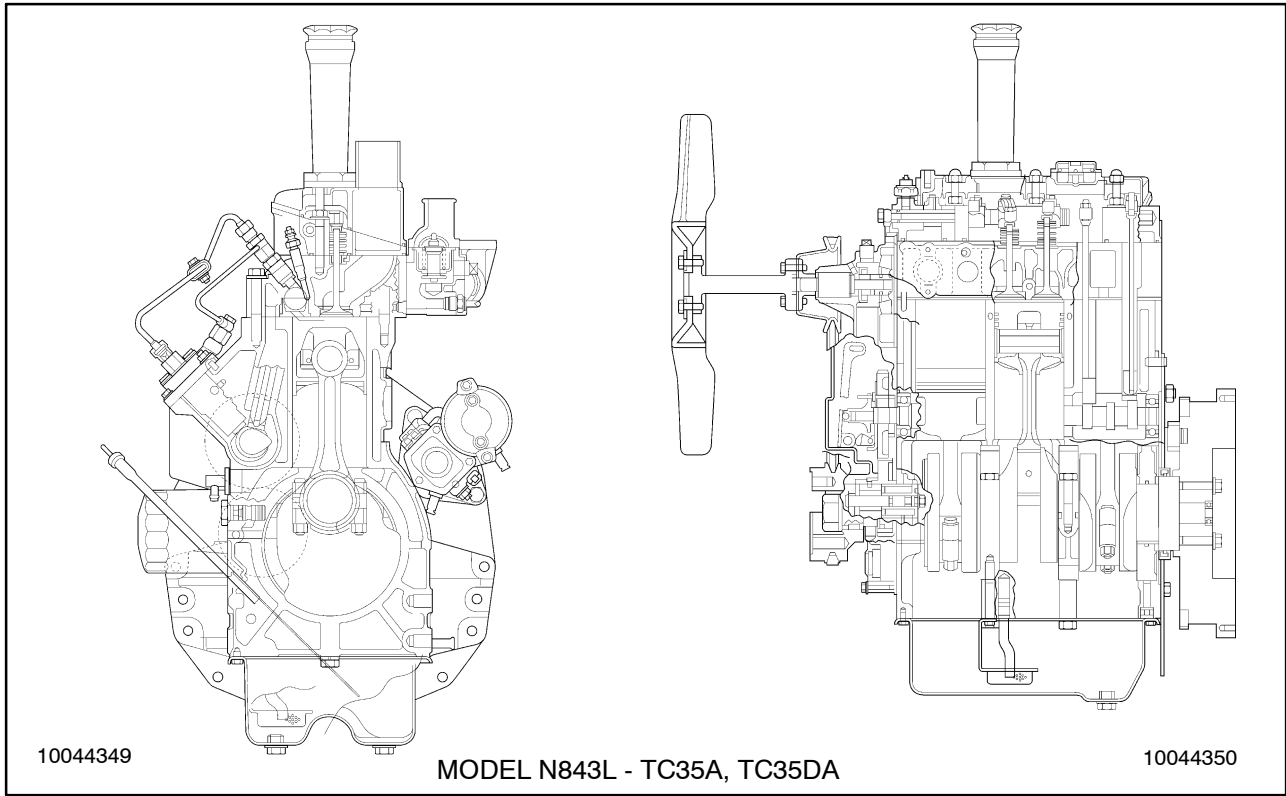
<b>GENERAL</b>	<b>TC35A, TC35DA</b>	<b>TC40A, TC40DA</b>	<b>TC45A, TC45DA</b>
Engine Model	N843L	N844	N844L
Number of Cylinders	3	4	4
Bore x Stroke	3.31 x 3.94 in. (84 x 100 mm)	3.31 x 3.54 in. (84 x 90 mm)	3.31 x 3.94 in. (84 x 100 mm)
Displacement	101.4 cu. in. (1622 cc)	121.7 cu. in. (1995 cc)	135.2 cu. in. (2216 cc)
Compression Ratio	22.5:1	22.5:1	22.5:1
Rated Speed (rpm)	2600	2600	2600
Muffler	Horizontal		
Firing Order	1-2-3	1-3-4-2	1-3-4-2
Low Idle Speed	1050 rpm	1050 rpm	1050 rpm
Maximum No-Load Speed	2840 rpm	2840 rpm	2840 rpm
Cylinder Arrangement	In-Line Vertical	In-Line Vertical	In-Line Vertical
Valve Arrangement	Overhead	Overhead	Overhead
Compression Pressure at 200 rpm (cylinder speed)	427 ± 50 psi (29.4 ± 1.8 bar)	427 ± 50 psi (29.4 ± 1.8 bar)	427 ± 50 psi (29.4 ± 1.8 bar)
Variation between cylinders			
<b>CYLINDER BLOCK</b>	<b>N843L</b>	<b>N844</b>	<b>N844L</b>
<b>Bore</b>			
Standard	3.3071-3.3078 in. (84.0 mm)	3.3071-3.3078 in. (84.0 mm)	3.3071-3.3078 in. (84.0 mm)
Maximum	3.3543 in. (85.2 mm)	3.3543 in. (85.2 mm)	3.3543 in. (85.2 mm)
<b>Head Surface Warp</b>			
Standard	.002 in. (.05 mm)	.002 in. (.05 mm)	.002 in. (.05 mm)
Maximum	.005 in. (.12 mm)	.005 in. (.12 mm)	.005 in. (.12 mm)

\* If bore size exceeds 3.3543 in. (85.2 mm) replace with long block.

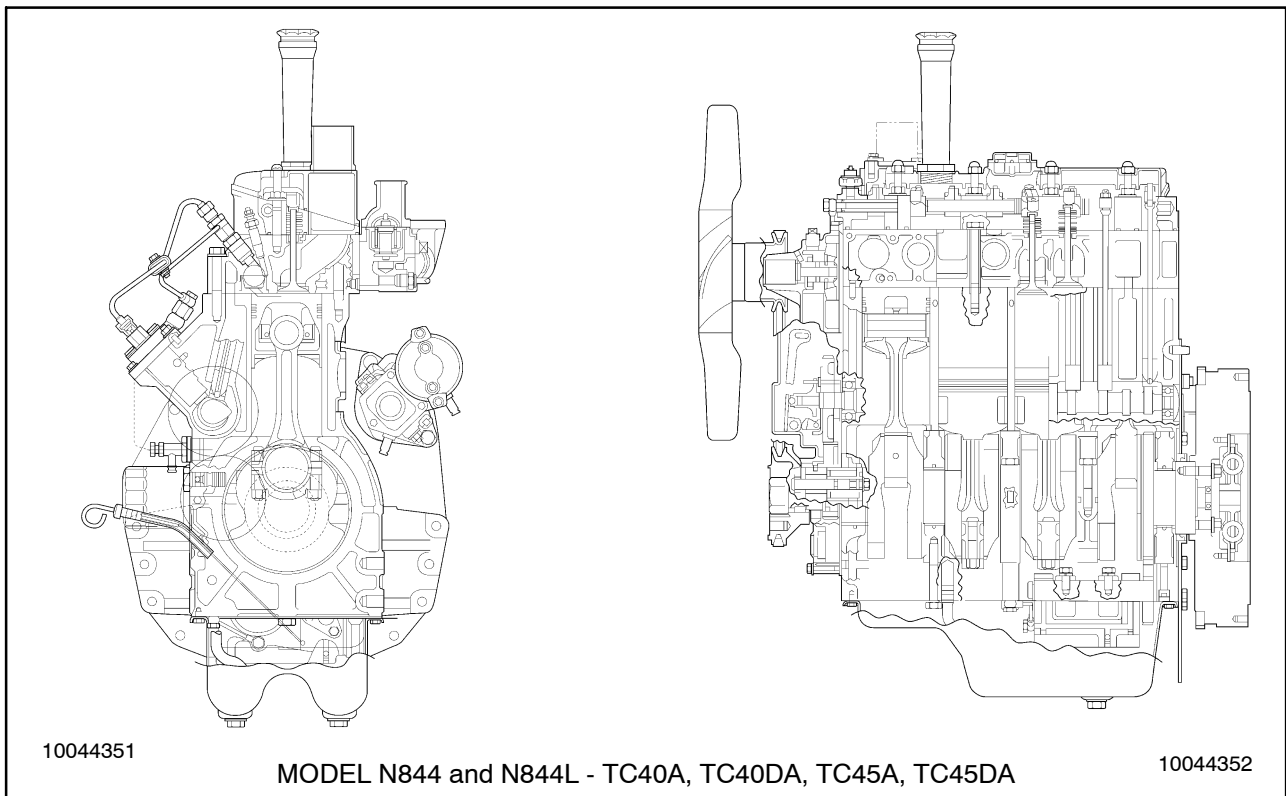
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<b>CYLINDER HEAD</b>	<b>N843L</b>	<b>N844</b>	<b>N844L</b>
<b>Head Warp</b>			
Standard	0.002 in. less than (0.05 mm)	0.002 in. (0.05 mm)	0.002 in. (0.05 mm)
Maximum	0.005 in. (0.12 mm)	0.005 in. (0.12 mm)	0.005 in. (0.12 mm)
<b>Valve Seat Width</b>			
Standard	0.067-0.082 in. (1.7-2.1 mm)	0.067-0.082 in. (1.7-2.1 mm)	0.067-0.082 in. (1.7-2.1 mm)
Maximum	0.098 in. (2.5 mm)	0.098 in. (2.5 mm)	0.098 in. (2.5 mm)
<b>Valve Seat Sink</b>			
Standard (Recess)	0.0334-0.0453 in. (0.85-1.15 mm)	0.0334-0.0453 in. (0.85-1.15 mm)	0.0334-0.0453 in. (0.85-1.15 mm)
Maximum	0.071 in. (1.8 mm)	0.071 in. (1.8 mm)	0.071 in. (1.8 mm)
<b>Valve Angle</b>	45°	45°	45°
<b>PISTON</b>	<b>N843L</b>	<b>N844</b>	<b>N844L</b>
<b>Diameter</b>			
Standard	3.30503-3.30562 in. (83.948-83.963 mm)	3.30503-3.30562 in. (83.948-83.963 mm)	3.30503-3.30562 in. (83.948-83.963 mm)
Minimum	3.2953 in. (83.7 mm)	3.2953 in. (83.7 mm)	3.2953 in. (83.7 mm)
<b>Bore Clearance</b>			
Standard	0.0014-0.0028 in. (0.038-0.072 mm)	0.0014-0.0028 in. (0.038-0.072 mm)	0.0014-0.0028 in. (0.038-0.072 mm)
Maximum	0.010 in. (0.25 mm)	0.010 in. (0.25 mm)	0.010 in. (0.25 mm)
<b>Piston Pin Bore</b>			
Standard	1.102-1.1023 in. (27.996-28.000 mm)	1.102-1.1023 in. (27.996-28.000 mm)	1.102-1.1023 in. (27.996-28.000 mm)
Maximum	1.102 in. (27.98 mm)	1.102 in. (27.98 mm)	1.102 in. (27.98 mm)
<b>Piston Pin Clearance</b>			
Standard	-0.000393 +0 .0002 in. (-0.001 + 0.007 mm)	-0.000393 +0 .0002 in. (-0.001 + 0.007 mm)	-0.000393 +0 .0002 in. (-0.001 + 0.007 mm)
Maximum	0.0008 in. (0.02 mm)	0.0008 in. (0.02 mm)	0.0008 in. (0.02 mm)

SECTION 10 - ENGINE - CHAPTER 1



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**Suggest:**

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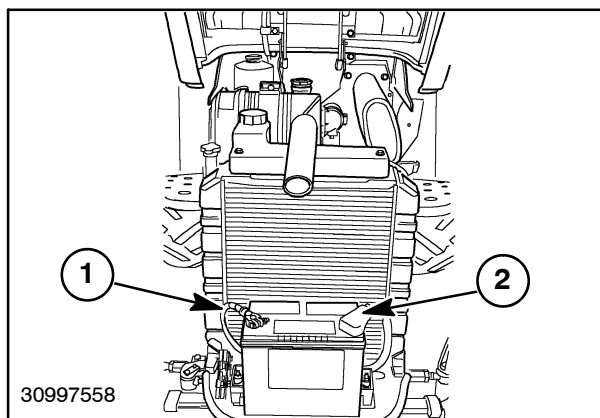
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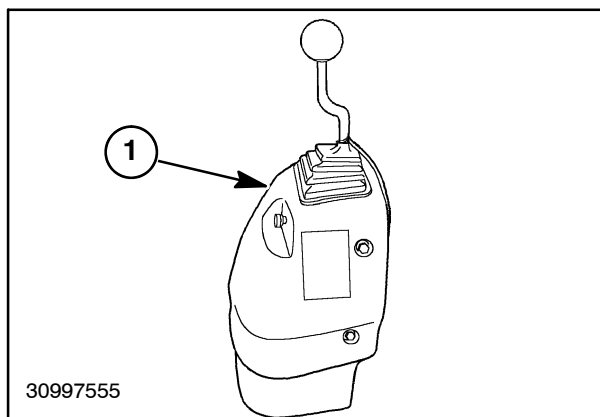
**SEPARATING THE TRACTOR AT THE CLUTCH HOUSING/ENGINE - 12X12 TRANSMISSION**

**Removal**

1. Remove the negative (-) battery cable, 1, and the positive (+) battery cable, 2, from the battery.
2. Drain all of the hydraulic fluid from the transmission and the differential into a suitable container.
3. Disconnect the headlight wire harness plug and remove the hood from the tractor.
4. Remove the seat, and the seat base assembly from the tractor.
5. Remove the light bars from the fenders and the ROPS.
6. If equipped, remove the remote loader control valve, 1, and the connecting hydraulic tubes from the right fender.
7. Remove the left and right fenders from the tractor.

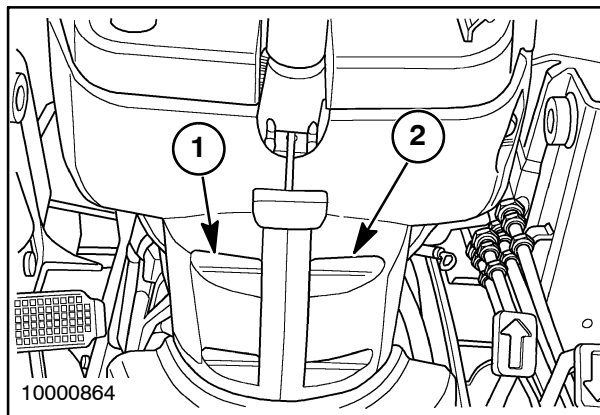


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8. Remove the left, 1, and right, 2, rear hood side panels.
9. Disconnect and remove the throttle cable from the foot throttle control pedal, located on the right deck.
10. Remove the left and the right deck from the tractor.
11. Disconnect the throttle cable from the dash mounted throttle control lever.



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