

TV6070 MASTER TABLE OF CONTENTS

NOTE: Engine repair information is not contained within this tractor Repair Manual. For engine repair, refer to 6.7L engine repair manual 87491857.

BOOK 1 - 84127310

GENERAL INFORMATION SECTION 00
PRECAUTIONARY STATEMENTS 3
SAFETY PRECAUTIONS 3
GENERAL CONSIDERATIONS 5
TRACTOR IDENTIFICATION 12
ENGINE IDENTIFICATION 13
SERVICE TECHNIQUES 15
MINIMUM HARDWARE TIGHTENING TORQUES 17
STANDARD TORQUE DATA 18
RECOMMENDED LUBRICANTS AND COOLANTS 20
RECOMMENDED SEALANTS 21

FUEL SYSTEM..... SECTION 10, CHAPTER 2
SPECIFICATIONS 2
SPECIAL TOOLS 3
DESCRIPTION AND OPERATION 4
FUEL INJECTION PUMP 9
ENGINE SHUTOFF 15
TROUBLESHOOTING 16
INJECTOR NOZZLE TESTING 17
LIFT PUMP PRESSURE TEST 19
FUEL SYSTEM SERVICE 21
BLEEDING THE FUEL INJECTION SYSTEM 22
BOSCH FUEL INJECTION PUMP 22
LIFT PUMP 23
FUEL FILTER/SEPARATOR 23
AUXILIARY FUEL FILTER/SEPARATOR 24
FUEL TANKS 25
CROSSOVER TUBE 32
THROTTLE CABLE 34
REPAIR TIME SCHEDULE 39

AIR INDUCTION SYSTEM..... SECTION 10, CHAPTER 3
SPECIFICATIONS 2
BOLT TORQUE SPECIFICATIONS 3
SPECIAL TOOLS 6
AIR INDUCTION SYSTEM - DESCRIPTION AND OPERATION 6
INTRODUCTION 6
COMPONENT OPERATION 8
TROUBLESHOOTING 10
AIR INDUCTION SYSTEM - REMOVAL AND REPAIR OF COMPONENTS 13
TURBOCHARGER INTAKE TUBE 13
TURBOCHARGER OUTLET TUBE 14
INTAKE MANIFOLD INLET TUBE 15
AIR FILTER HOUSING, PRECLEANER AND AIR INDUCTION SCOOP 16
TURBOCHARGER 28
REPAIR TIME SCHEDULE 36

TV6070 MASTER TABLE OF CONTENTS

EXHAUST SYSTEM.....	SECTION 10, CHAPTER 4
SPECIFICATIONS	2
BOLT TORQUE SPECIFICATIONS	2
EXHAUST SYSTEM - DESCRIPTION OF OPERATION	3
EXHAUST SYSTEM - COMPONENT REMOVAL AND REPAIR	4
EXHAUST MUFFLER AND STACK	4
REPAIR TIME SCHEDULE	7
COOLING SYSTEMS.....	SECTION 10, CHAPTER 5
SPECIFICATIONS	2
BOLT TORQUE SPECIFICATIONS	3
SPECIAL TOOLS.....	3
COOLING SYSTEM SDESCRIPTION AND OPERATION.....	4
INTRODUCTION	4
INDIVIDUAL COMPONENT OPERATION	5
COOLING SYSTEM TROUBLESHOOTING	9
COOLING SYSTEM TESTING	10
COOLING SYSTEM TESTS	10
RADIATOR REMOVAL AND INSTALLATION.....	14
THERMOSTAT	24
COOLING FAN.....	32
FAN BELT TENSIONER.....	33
WATER PUMP.....	35
REPAIR TIME SCHEDULE - COOLING SYSTEM.....	40
ENGINE REMOVAL AND TESTING	SECTION 10, CHAPTER 6
SPECIFICATIONS	2
TORQUE VALUES	3
DYNAMOMETER ENGINE TESTING	4
DYNAMOMETER ENGINE BREAK IN	8
COMPRESSION TEST.....	9
ENGINE REMOVAL AND INSTALLATION	11
REPAIR TIME SCHEDULE	68
TRANSMISSIONS - GENERAL INFORMATION, SPECIFICATIONS AND OPERATIONS	SECTION 21, CHAPTER 1
INTRODUCTION	2
SPLITTER BOX	2
HYDROSTATIC DRIVE	2
ORIENTATION	3
SPECIAL TOOLS.....	4
SPECIFICATIONS	6
TORQUE SPECIFICATIONS.....	8
SPLITTER BOX - HOW IT WORKS	10
SPLITTER BOX - EXTERNAL COMPONENTS	11
SPLITTER BOX DESCRIPTION.....	12
SPLITTER BOX GEAR SETS.....	13
HYDROSTATIC DRIVE DESCRIPTION.....	15
RANGE SELECT CONTROL SWITCH AND VALVE	33
HYDROSTATIC AND HYDRAULIC SYSTEM COMPONENTS	34

TV6070 MASTER TABLE OF CONTENTS

HYDROSTATIC DRIVE - TROUBLESHOOTING AND TESTING	SECTION 21, CHAPTER 2
TROUBLESHOOTING	2
PRESSURE TESTING WORKSHEET	8
SPECIAL TOOLS	9
PRESSURE TESTING	10
RANGE SELECT CONTROL SWITCH AND VALVE TESTING	14
MOVING A DISABLED TRACTOR	22
DRIVELINES	SECTION 21, CHAPTER 3
ARTICULATION JOINT DRIVE SHAFTS	2
UPPER DRIVE SHAFT	2
ENGINE POWER INPUT SHAFT	7
LOWER DRIVE SHAFT	10
SPLITTER BOX POWER INPUT (TOP) SHAFT	14
SPLITTER BOX POWER OUTPUT (BOTTOM) SHAFT	17
ENGINE-END AXLE DRIVE SHAFT	19
HYDROSTATIC MOTOR, PUMP AND CONTROL CABLES	SECTION 21, CHAPTER 4
HYDROSTATIC MOTOR REMOVAL	2
HYDROSTATIC MOTOR INSTALLATION	9
HYDROSTATIC PUMP REMOVAL	15
HYDROSTATIC PUMP INSTALLATION	21
FNR LEVER CABLES REMOVAL	30
FNR LEVER CABLES INSTALLATION	32
LOWER CABLE REMOVAL	35
LOWER CABLE INSTALLATION	36
BELLCRANK ASSEMBLY REMOVAL	37
BELLCRANK ASSEMBLY INSTALLATION	37
FNR LEVER TRAVEL ADJUSTMENT	38
FNR LINKAGE NEUTRAL ADJUSTMENT	39
REPAIR TIME SCHEDULE	40
AUXILIARY PUMP DRIVE	SECTION 21, CHAPTER 5
AUXILIARY DRIVE HOUSING	2
AUXILIARY DRIVE DISASSEMBLY	3
AUXILIARY DRIVE ASSEMBLY	7
AUXILIARY DRIVE INSTALLATION	10
SPLITTER BOX REMOVAL, DISASSEMBLY AND ASSEMBLY	SECTION 21, CHAPTER 6
SAFETY	2
SPLITTER BOX REMOVAL	4
SPLITTER BOX DISASSEMBLY	8
SPLITTER BOX INSPECTION	11
SPLITTER BOX ASSEMBLY	12
BEARING INSTALLATION	12
TAPERED BEARING END PLAY CHECK AND ADJUSTMENT	13
FINAL ASSEMBLY	17

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BOOK 2 - 84127311

ENGINE END AXLE	SECTION 25, CHAPTER 1
SPECIFICATION	3
AXLE SHAFT PRELOAD	3
AXLE SHAFT SPACER SELECTION TABLE	3
DIFFERENTIAL BEARING PRELOAD	3
DIFFERENTIAL BEARING SHIM TABLE	3
DRIVE PINION PRELOAD	4
DRIVE PINION SPACER TABLE	4
TORQUE SPECIFICATIONS	5
SPECIAL TOOLS	6
INTRODUCTION	7
DRIVE PATH	8
DRIVE PINION	9
DIFFERENTIAL	11
PLANETARY ASSEMBLY	12
AXLE SHAFT AND TRUMPET HOUSING	13
DIFFERENTIAL LOCK	14
TROUBLESHOOTING	16
LOW PRESSURE PILOT CIRCUIT TEST	19
DISASSEMBLY AND REPAIR	21
TRUMPET/AXLE DISASSEMBLY	22
PLANETARY DISASSEMBLY	25
PLANETARY INSPECTION	26
PLANETARY REASSEMBLY	26
PLANETARY RING GEAR REMOVAL	27
PLANETARY RING GEAR INSTALLATION	28
TRUMPET/AXLE INSPECTION	28
TRUMPET/AXLE REASSEMBLY	30
PINION GEAR REMOVAL	36
PINION GEAR DISASSEMBLY	38
PINION GEAR INSPECTION	40
CENTER HOUSING INSPECTION	40
PINION GEAR REASSEMBLY	41
PINION BEARING PRELOAD	42
PINION GEAR INSTALLATION	44
DIFFERENTIAL DISASSEMBLY	45
DIFFERENTIAL INSPECTION	48
DIFFERENTIAL REASSEMBLY	49
DIFFERENTIAL BEARING PRELOAD	53
DIFFERENTIAL BEARING SHIM TABLE	54
DIFFERENTIAL LOCK INTERNAL OPERATING COMPONENTS OVERHAUL	55
DIFFERENTIAL LOCK VALVE AND TUBE REMOVAL	56
DIFFERENTIAL LOCK VALVE AND TUBE INSPECTION	56
DIFFERENTIAL LOCK VALVE AND TUBE INSTALLATION	57
OSCILLATING COMPONENTS	57
REAR TRUNNION INSPECTION	60
REAR TRUNNION INSTALLATION	61
FRONT TRUNNION REMOVAL	63
FRONT TRUNNION INSPECTION	65
FRONT TRUNNION INSTALLATION	66
DIFF LOCK SWITCH REMOVAL	68
DIFF LOCK SWITCH INSPECTION	69
DIFF LOCK SWITCH INSTALLATION	70
APPLY SOLENOID AND VALVE REMOVAL	70

TV6070 MASTER TABLE OF CONTENTS

APPLY SOLENOID AND VALVE INSPECTION.....70
APPLY SOLENOID AND VALVE INSTALLATION70
BREATHER REMOVAL.....71
BREATHER INSPECTION71
BREATHER INSTALLATION.....71
REPAIR TIME SCHEDULE72

CAB END AXLESECTION 27, CHAPTER 1
SPECIFICATIONS2
TORQUE SPECIFICATIONS.....2
SPECIAL TOOLS.....4
INTRODUCTION5
OVERVIEW.....5
DESCRIPTION OF OPERATION6
TROUBLESHOOTING.....13
COMPLETE REAR AXLE REMOVAL AND REPAIR18
REPAIR TIME SCHEDULE99

CAB END PTOSECTION 31, CHAPTER 1
SPECIFICATIONS2
SPECIAL TOOLS.....3
INTRODUCTION4
DESCRIPTION OF OPERATION4
CAB-END PTO CLUTCH CONTROL VALVE OPERATION5
CAB-END OUTPUT DRIVE8
ELECTRICAL OPERATION.....10
CAB-END PTO ELECTRICAL CIRCUIT.....11
TROUBLESHOOTING.....12
DISASSEMBLY AND REPAIR.....14
PRELIMINARY PROCEDURES14
CAB-END PTO CLUTCH.....15
CAB-END PTO SHAFTS AND GEARS33
PTO SWITCH49
REPAIR TIME SCHEDULE51

ENGINE-END PTO.....SECTION 31, CHAPTER 2
SPECIFICATIONS3
SPECIAL TOOLS.....3
INTRODUCTION4
DESCRIPTION OF OPERATION4
ELECTRICAL OPERATION.....5
ENGINE-END PTO ELECTRICAL CIRCUIT5
ENGINE-END OUTPUT DRIVE.....7
CLUTCH AND BRAKE PRESSURE APPLY9
LUBRICATION FLOW12
AIR SUPPLY LINE.....13
LUBRICATION RETURN LINE.....14
TROUBLESHOOTING.....15
TESTING PTO GEARBOX JET PUMP FLOW17
DISASSEMBLY AND REPAIR.....18
PRELIMINARY PROCEDURES18
ENGINE-END PTO GEARBOX OVERHAUL18
JET PUMP REMOVAL.....27
JET PUMP INSTALLATION.....27
GEAR AND OUTPUT SHAFT REMOVAL43

TV6070 MASTER TABLE OF CONTENTS

PTO TRANSFER SHAFT AND COUPLER REMOVAL	71
PTO TRANSFER SHAFT AND COUPLER INSPECTION	72
PTO TRANSFER SHAFT AND COUPLER INSTALLATION	73
CLUTCH PRESSURE APPLY HOSE REMOVAL	74
CLUTCH PRESSURE APPLY HOSE INSTALLATION	77
LUBE CIRCUIT HOSE REMOVAL	79
LUBE CIRCUIT HOSE INSTALLATION	83
AIR SUPPLY HOSE REMOVAL	86
AIR SUPPLY HOSE INSTALLATION	89
APPLY SOLENOID AND VALVE REMOVAL	91
APPLY SOLENOID AND VALVE INSPECTION.....	92
APPLY SOLENOID AND VALVE INSTALLATION	93
BRAKE REMOVAL	94
BRAKE INSPECTION	95
BRAKE INSTALLATION	95
PTO SWITCH REMOVAL.....	97
PTO SWITCH INSPECTION	99
PTO SWITCH INSTALLATION.....	100
REPAIR TIME SCHEDULE	103
BRAKES.....	SECTION 33, CHAPTER 1
SPECIFICATIONS	2
TORQUE SPECIFICATIONS.....	2
SPECIAL TOOLS	3
INTRODUCTION	4
OVERVIEW.....	4
DESCRIPTION OF OPERATION	5
TROUBLESHOOTING	15
TESTING	16
ADJUSTMENTS	19
REMOVAL AND INSTALLATION OF COMPONENTS	25
BRAKE DISC COMPONENTS	25
FOOT PEDAL LINKAGE.....	37
MASTER CYLINDER.....	42
RESERVOIR.....	50
HOSE - RESERVOIR TO MASTER CYLINDER	52
TUBES - PRESSURE SUPPLY	54
PARK BRAKE LEVER	56
PARK BRAKE CABLES AND LINKS	59
BRAKE PEDAL SWITCH.....	65
PARK BRAKE SWITCH.....	66
REPAIR TIME SCHEDULE	68

HYDRAULIC SCHEMATIC..... POSTER 87478091

BOOK 3 - 84127312

HYDRAULICS AND STEERINGSECTION 35, CHAPTER 1

 SPECIFICATIONS2

 SPECIAL TOOLS.....8

 DESCRIPTION AND OPERATION.....10

 AUXILIARY HYDRAULICS10

 COMPONENT IDENTIFICATION11

 HYDRAULIC CIRCUITS14

 DESCRIPTION OF OPERATION29

 STEERING CONTROL VALVE58

 TROUBLESHOOTING AND TESTING.....71

 IMPLEMENT PUMP.....117

 IMPLEMENT VALVE127

 PRIORITY (INLET) VALVE SECTION.....131

 TAN VALVE SECTION133

 BLUE VALVE SECTION.....142

 GREEN VALVE SECTION.....153

 IMPLEMENT VALVE158

 1/2 COUPLERS161

 AUXILIARY HYDRAULIC PUMP163

 IMPLEMENT VALVE CONTROL LINKAGE170

 CONTROL LEVER CABLE171

 CONTROL PEDAL ASSEMBLY180

 CONTROL PEDAL CABLE181

 STEERING CONTROL VALVE185

 STEERING SELECTION VALVE.....188

 IN CAB FLOW CONTROL CABLES.....199

 HYDRAULIC SYSTEM HOSES.....202

 AUXILIARY PUMP238

 3/4 COUPLERS248

 HYDRAULIC OIL HEATER.....252

 ENGINE END REMOTE VALVES254

 HYDRAULIC OIL COOLER262

 REPAIR TIME SCHEDULE269

BOOK 4 - 84127313

CAB END HITCH.....	SECTION 35, CHAPTER 2
SPECIFICATIONS	2
SPECIAL TOOLS.....	3
DESCRIPTION OF OPERATION	4
THREE-POINT HITCH ELECTRICAL CONTROL COMPONENTS	7
THREE-POINT HITCH ELECTRICAL CONTROL SYSTEM	10
NEUTRAL - MANUAL MODE	14
RAISE - MANUAL MODE	17
LOWER - MANUAL MODE.....	20
RAISE - MANUAL MODE - FENDER SWITCHES	23
LOWER - MANUAL MODE - FENDER SWITCHES.....	26
NEUTRAL - AUTOMATIC MODE	29
RAISE - AUTOMATIC MODE	32
LOWER - AUTOMATIC MODE.....	35
RAISE - AUTOMATIC MODE - FENDER SWITCHES	38
LOWER - AUTOMATIC MODE - FENDER SWITCHES.....	39
FLOAT - AUTOMATIC MODE	40
FLOAT POSITION CONTROL - AUTOMATIC MODE	43
HYDRAULIC LIFT ASSEMBLY CONTROL VALVE	46
TROUBLESHOOTING.....	50
THREE-POINT HITCH CONTROLLER FAULT CODES.....	51
ELECTRICAL.....	52
HYDRAULICS.....	75
ADJUSTMENTS	79
CALIBRATION MODE	79
UPPER LIMIT OPERATING SET POINT ADJUSTMENT	83
REMOVAL AND REPAIR OF COMPONENTS.....	85
RAISE/LOWER SWITCHES	85
AUTOMATIC MANUAL SWITCH.....	87
STATUS LIGHT	89
DEPTH CONTROL POTENTIOMETER	91
LOWERING RATE POTENTIOMETER.....	93
EXTERNAL THREE-POINT HITCH CONTROLS.....	95
FEEDBACK POTENTIOMETER	97
HYDRAULIC LIFT COVER	98
LIFT CYLINDER	111
CROSS SHAFT	117
CONTROL VALVE.....	121
UPPER LIFT LINK	127
LOWER LIFT LINK STABILIZER ASSEMBLY	130
LOWER LIFT LINK	133
LIFT ASSIST RAM.....	136
FLEXIBLE LINK ENDS	141
LINK ASSEMBLY.....	142
REPAIR TIME SCHEDULE	146
ENGINE-END HITCH	SECTION 35, CHAPTER 3
DESCRIPTION OF OPERATION	2
THREE-POINT HITCH ELECTRICAL CONTROL COMPONENTS	5
THREE-POINT HITCH ELECTRICAL CONTROL SYSTEM	8
MANUAL MODE	11
AUTOMATIC MODE	20
HYDRAULIC LIFT ASSEMBLY CONTROL VALVE	35
SPECIFICATIONS	39

TV6070 MASTER TABLE OF CONTENTS

TROUBLESHOOTING	40
ELECTRICAL	42
HITCH CALIBRATION	69
ADJUSTMENTS	72
CALIBRATION MODE	72
UPPER LIMIT OPERATING SET POINT ADJUSTMENT	76
REMOVAL AND REPAIR OF COMPONENTS	78
AUTOMATIC/MANUAL SWITCH	80
STATUS LIGHT	82
DEPTH CONTROL POTENTIOMETER	84
LOWERING RATE POTENTIOMETER	86
FEEDBACK POTENTIOMETER	88
CROSS SHAFT	91
CONTROL VALVE	99
CENTER LIFT LINK	109
STABILIZER ASSEMBLY	111
LOWER LIFT LINK	114
HYDRAULIC CYLINDERS	115
FLEXIBLE LINK ENDS	121
LIFT LINK ASSEMBLY	122
REPAIR TIME SCHEDULE	125
WHEELS AND TIRES	SECTION 37, CHAPTER 1
INTRODUCTION	2
PROPER JACKING	3
TIRE AND RIM SERVICE	4
TIRE PRESSURE AND LOAD CAPACITY CHART	5
BALLAST LIMITATIONS	5
WHEEL TREAD SPACING AND ARTICULATION STOPS	6
TIRE AND WHEEL OPTIONS	7
WHEEL TRACK WIDTH	8
6-POSITION WHEEL SPACING ADJUSTMENT	9
BALLASTING	SECTION 37, CHAPTER 2
BALLASTING AND TIRES	2
CAST IRON WEIGHTS	3
WHEEL WEIGHTS	5
LIQUID BALLAST	5
TIRE PRESSURE AND LOAD CAPACITY CHART	6
BALLAST LIMITATIONS	6
BALLASTING WEIGHT CALCULATION WORK CHART	7
FRAMES	SECTION 39, CHAPTER 1
SPECIFICATIONS	2
TORQUES	3
SPECIAL TOOLS	5
DESCRIPTION OF OPERATION	5
INTRODUCTION	5
TROUBLESHOOTING	6
OVERHAUL	7
ENGINE HOOD	7
HOOD SUPPORT ASSEMBLY	10
SIDE PANELS, RIGHT-HAND AND LEFT-HAND	14
FRONT GRILLE	16
CAB-END FENDERS	18
ENGINE-END FENDERS	18
HEATSHIELD	22

TV6070 MASTER TABLE OF CONTENTS

ENGINE END DRAWBAR	35
CAB END DRAWBAR.....	39
FRONT AXLE SUPPORT	40
FRAME SIDE RAILS.....	44
STEERING PINS	51
PIVOT PINS.....	52
FRONT FRAME	62
REAR FRAME	69
REPAIR TIME SCHEDULE	70
CLIMATE CONTROL	SECTION 50, CHAPTER 1
SPECIFICATIONS	2
SPECIAL TOOLS	2
DESCRIPTION AND OPERATION	3
R134A REFRIGERANT INFORMATION	3
THE BASICS OF REFRIGERATION	6
INDIVIDUAL COMPONENT OPERATION	8
COMPRESSOR AND CLUTCH.....	8
CONDENSER.....	12
RECEIVER-DRIER	14
THERMAL EXPANSION VALVE	17
EVAPORATOR/HEATER ASSEMBLY	21
BLOWER MOTOR ASSEMBLY.....	22
THERMOSTATIC SWITCH	24
HIGH AND LOW PRESSURE SWITCHES	27
HEATER CONTROL VALVE	28
SWITCHED POWER: FUSES AND HVAC RELAY	30
AIR FILTRATION.....	31
TROUBLESHOOTING AND TESTING.....	33
GENERAL SAFETY AND SERVICE PRECAUTIONS	33
RECOVERING R134A REFRIGERANT WITH OEM 1598.....	36
SYSTEM EVACUATION AND RECHARGING WITH OEM 1598	40
OIL LEVEL CHECK OR ADJUSTMENT	45
LEAK DETECTION	48
PERFORMANCE TESTING	55
PRESSURE/TEMPERATURE RELATIONSHIP CHART	55
CONDITIONS FOR PERFORMANCE TESTING	55
GAUGE READINGS AND INTERPRETATIONS.....	56
PERFORMANCE TEST AND DIAGNOSIS SUMMARY.....	68
GENERAL TROUBLESHOOTING SUMMARY	71
HEATING SYSTEM	71
AIR CONDITIONING SYSTEM	71
AIR-CONDITIONING COMPONENT REMOVAL AND INSTALLATION	79
THERMAL EXPANSION VALVE AND EVAPORATOR.....	83
HEATER CORE ASSEMBLY.....	88
CONDENSER.....	91
HIGH AND LOW PRESSURE SWITCHES	92
RECEIVER-DRIER	93
COMPRESSOR.....	94
COMPRESSOR CLUTCH	96
AIR CONDITIONING HOSES.....	103
HEATER CONTROL VALVE	109
RECIRCULATION DOOR CONTROL	112
BLOWER SPEED CONTROL.....	115
HEATER HOSES.....	116
REPAIR TIME SCHEDULE	120

ELECTRICAL SCHEMATIC POSTER 87472382

BOOK 5 - 84127314

ELECTRICAL SYSTEM.....	SECTION 55, CHAPTER 1
SPECIFICATIONS	3
TORQUE SPECIFICATIONS.....	8
SPECIAL TOOLS.....	8
INTRODUCTION	9
ELECTRICAL COMPONENTS	10
USING SCHEMATICS.....	25
CIRCUIT TROUBLESHOOTING	29
DESCRIPTION OF OPERATION - BATTERIES.....	35
STARTING AND CHARGING SYSTEMS.....	36
AIR CONDITIONING	108
DIFFERENTIAL LOCK.....	115
POWER TAKE OFF.....	122
CAB-END 3-POINT LIFT (HPL).....	128
ENGINE-END 3-POINT LIFT (HPL)	134
HITCH CALIBRATION	137
AUXILIARY POWER.....	154
AUXILIARY DRIVE	163
STARTER	164
TROUBLESHOOTING - BATTERIES.....	165
TESTING THE BATTERIES	168
CHARGING THE BATTERIES	171
STARTER SYSTEM TESTING ON TRACTOR.....	178
STARTER TESTING OFF TRACTOR.....	181
EICS ERROR CODES.....	190
EICS CONNECTOR CHART	196
CALIBRATING THE ELECTRONIC INSTRUMENT CONTROL SYSTEM.....	197
ENTERING EIC CALIBRATION CODE	197
AUDIBLE/VISUAL ALARMS	205
CRITICAL ALARMS.....	205, 206
NON-CRITICAL ALARMS.....	209
EIC ADDITIONAL FEATURES	218
3-POINT HITCH CONTROLLER	219
3-POINT HITCH (HPL) CONTROLLER.....	220
ELECTRONIC INSTRUMENT CONTROL SYSTEM (EICS)	221
HARNESS-TO-HARNESS CONNECTORS	222
WIRE CONNECTIONS DIRECTLY TO COMPONENTS	234
REPAIRING CONNECTORS.....	236
LAMP REPLACEMENT	266
ACCESSORIES.....	SECTION 88, CHAPTER 1
INTRODUCTION	2
ELECTRICAL KITS AND ACCESSORIES	3
FRAME AND PLATFORM	4
HYDRAULIC AND PTO KITS	7
LOADER KITS AND ACCESSORIES.....	10

TV6070 MASTER TABLE OF CONTENTS

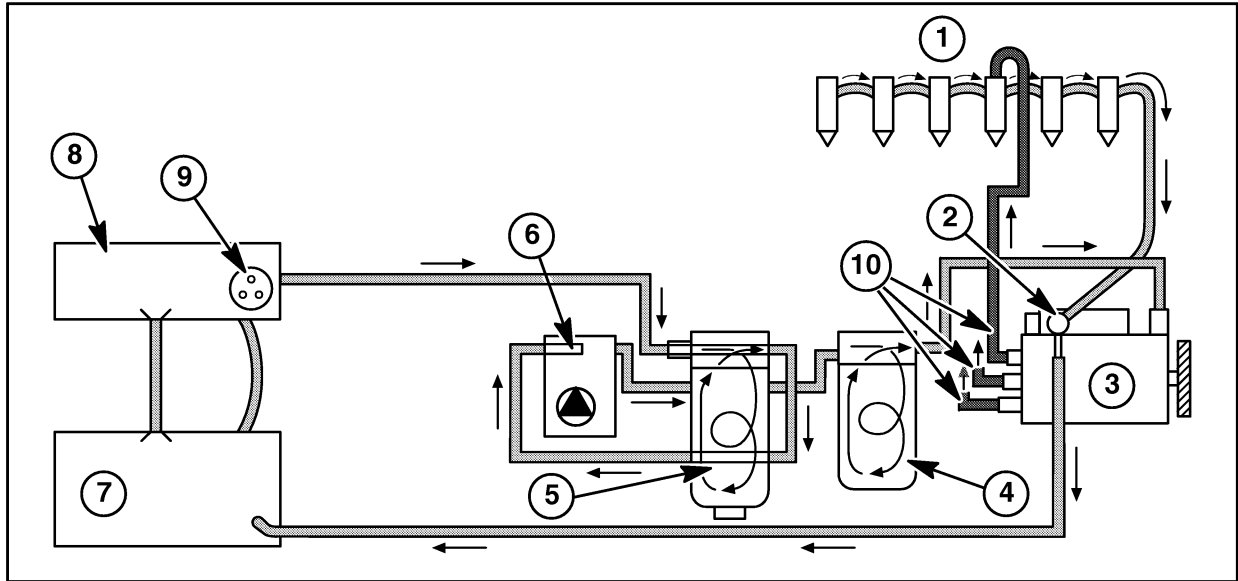
CAB - GENERAL INFORMATION.....	SECTION 90, CHAPTER 1
SPECIFICATIONS	2
TORQUE SPECIFICATIONS.....	2
SPECIAL TOOLS.....	5
DESCRIPTION OF OPERATION	6
TROUBLESHOOTING.....	14
CAB REMOVAL AND INSTALLATION	SECTION 90, CHAPTER 2
REMOVAL AND INSTALLATION	2
LIFTING THE CAB USING THE THREE-POINT HITCH LIFTING TOOL	6
LIFTING THE CAB USING THE HOIST LIFTING TOOL	25
CAB MOUNTS.....	35
CAB REMOVAL.....	36
CAB EXTERIOR.....	SECTION 90, CHAPTER 3
CAB ROOF	2
TAIL LIGHT PANEL	4
CAB FENDERS	7
WIPER MOTOR COVER.....	7
WINDSHIELD WIPERS	9
WINDSHIELD WIPER MOTOR	11
DOORS.....	17
CAB DOOR LOCK AND LATCH.....	19
LOCK CYLINDER	23
WINDOW LATCH	25
DOOR GLASS	27
SIDE WINDOWS	28
FRONT WINDOW	29
REAR WINDOW	33
CAB INTERIOR.....	SECTION 90, CHAPTER 4
FLOOR MATS.....	2
RIGHT HAND ARM REST	6
SEAT CONSOLE COVER	6
SIDE CONSOLE COVER	9
FRONT CONSOLE COVER UPPER.....	10
FRONT CONSOLE COVER	14
SWIVEL BASE CONSOLE COVER	15
CONTROL LEVEL CONSOLE COVER.....	16
FENDER WELL COVERS	20
HEADLINER	24
LOUVERS.....	26
RADIO AND SPEAKERS.....	26
CAB CONTROL CONSOLES.....	SECTION 90, CHAPTER 5
CONSOLE ASSEMBLY.....	2
CONSOLE SWIVEL BASE BEARING	17
STEERING LOGIC VALVE TRIP LINKAGE	33
ROTATING GROMMET ASSEMBLY	36
REPAIR TIME SCHEDULE	39

FUEL SYSTEM – DESCRIPTION AND OPERATION

INTRODUCTION

The TV6070 fuel system consists of two fuel tanks, a fuel strainer that acts as a sedimenter and water separator, an electric lift fuel pump, a fuel filter, and a Bosch rotary fuel injection pump. The injection pump delivers fuel, in sequence, to the six fuel injectors. A check valve, located at the inlet side of the fuel filter, prevents fuel from draining back into the fuel tanks after the engine has been shut off. Other fuel system components include a cold start system and the throttle linkage.

COMPONENT DESCRIPTION OF OPERATION



2

- | | |
|------------------------------------|---------------------------|
| 1. Injectors | 6. Lift Pump |
| 2. Fuel Shutoff Solenoid | 7. Right Fuel Tank |
| 3. Fuel Injection Pump | 8. Left Fuel Tank |
| 4. Fuel Filter/separator | 9. Fuel Gauge Sender Unit |
| 5. Auxiliary Fuel Filter/Separator | 10. Injector Lines |

FUEL SYSTEM

The diesel fuel system consists of fuel tanks (7) and (8) fuel sedimenter (5) electric lift pump (6) fuel filter (4) Bosch distributor-type fuel injection pump (3) fuel injectors (1) and interconnecting lines and tubes.

The fuel injection pump (3) is pressure fed from a mechanical lift pump (6) Fuel flows from the fuel tank (8) to the filter/separator (5) through the mechanical lift pump (6) then through the fuel filter (4) A check valve in the inlet of the fuel filter prevents the fuel from draining back to the tank. From the fuel filter, fuel passes to a vane-type fuel supply pump which is an integral part of the fuel injection pump (3).

The fuel supply pump delivers fuel to the high-pressure side of the injection pump which

supplies fuel at high pressure to each injector (1) through high pressure injector lines (10). The injection pump supplies fuel to the six fuel injectors in the order which the engine fires.. The fuel supply pump also provides excess fuel which lubricates and cools the injection pump.

The extra fuel is recirculated, via an overflow restriction fitting on the fuel injection pump, back to the fuel tank by means of the fuel return line.

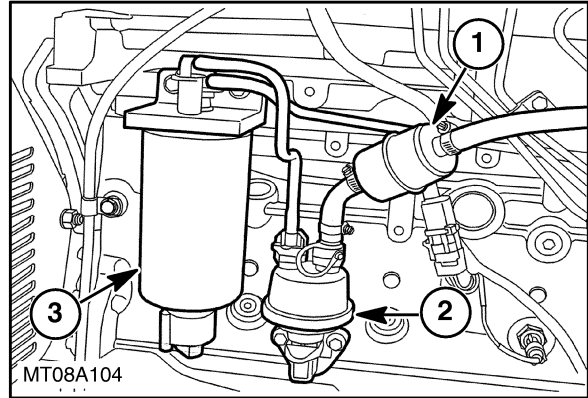
Excess fuel that leaks past the needle valve of the injectors is directed back into the fuel tank by means of the injection leak-off line, which is connected to the fuel return line at the injection pump.

Fuel Filter

The fuel filter (1) is located on the left side of the engine and is inline between the fuel tanks and the lift pump (2).

Mechanical Lift Pump

A mechanical fuel pump (2) draws fuel from the tank through the filter (1) and passes the fuel to the filter/separator (3) and on to the fuel injection pump. The injection pump can draw fuel at a rate close to the lift pump output. The lift pump must maintain a minimum pressure of -0.15 bar (-2.2 psi).



3

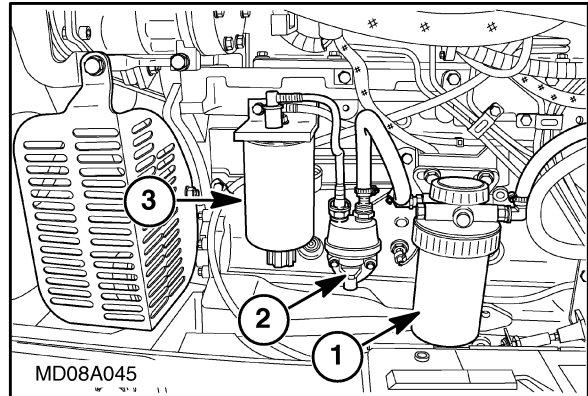
Fuel Filter/Separator

the filter/separator (3) is inline between the lift pump (2) and injection pump. Fuel enters the filter head and flows down around the outside of the filtering element in the filter housing. Any particles of dirt that get past the fuel filter and water are heavier than the fuel and sink to the bottom of the filter housing. The clean fuel is drawn through the center of the filter/separator and out the top to the injection pump. The filter/separator housing has a drain in the bottom that allows the water and dirt to be drained from the housing.

Auxiliary Fuel Filter/Separator (Optional)

The optional fuel filter/separator (1) is located on the left side of the engine and is inline between the fuel tanks and lift pump (2).

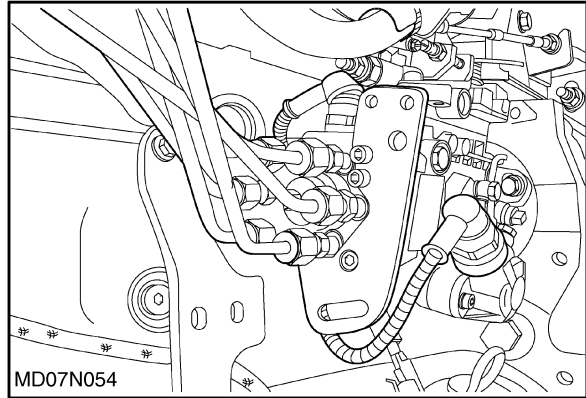
The auxiliary fuel filter/separator (1) functions the same as the main filter/separator (3).



4

Injection Pump

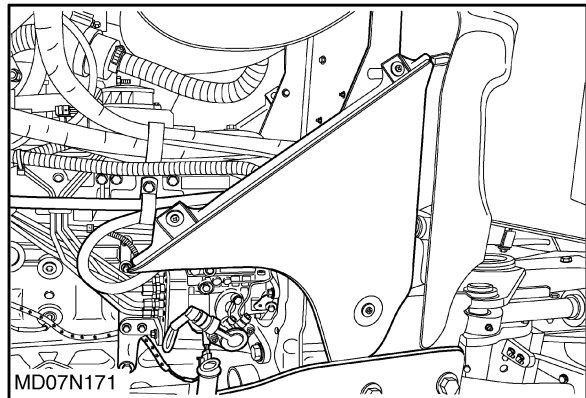
The injection pump (1) is a Bosch Type rotary injection pump. The injection pump provides high-pressure fuel through the injector lines (2) to be injected into the engine by the fuel injectors (3).



5

Injector Lines

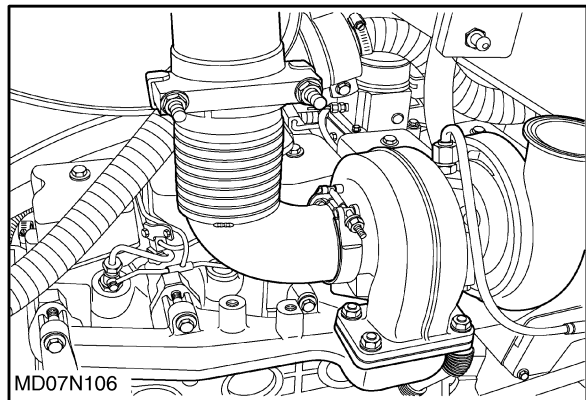
The injector lines (1) are identical in length and internal capacity. This allows a precise and consistent quantity of fuel to be delivered to the injectors at all times.



6

Fuel Injectors

Each fuel injector (1) contains a pressure spring that is preloaded and calibrated at the factory to allow the injector to open at a specific pressure and close completely at the end of the injection pulse. The opening pressure of all the injectors is identical and is 150 - 250 bar (2175 - 3625 psi). The nozzle is selected for the ideal spray pattern for this engine.



7



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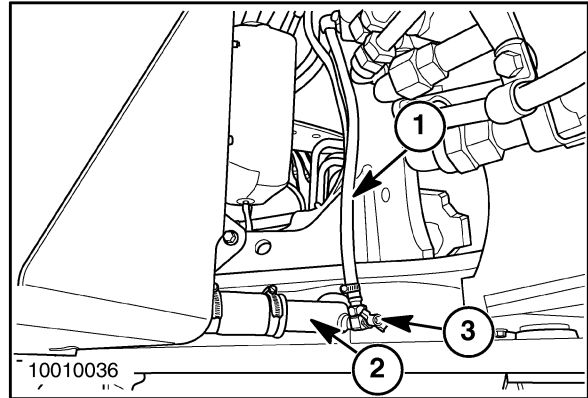
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Fuel Tanks

The TV6070 utilizes a dual tank system with a total fuel capacity of 208 liters (55 gal). The tanks are connected together by a crossover tube that runs through the frame to the bottom of each fuel tank.

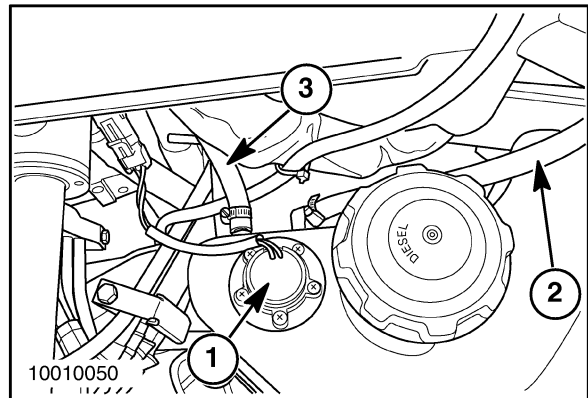
The fuel pick-up (supply line) (1) is located on the right side of the tractor on the crossover tube (2). A valve (3) at the pick-up allows fuel to be drained from the fuel tanks.



8

The left fuel tank houses the fuel level sending unit (1). Since the fuel tanks are connected by the crossover tube, only one sending unit is required. The fuel return line (3) directs excess fuel back to the left fuel tank.

A breather tube (2) is utilized by each tank to relieve pressure inside the tank. This tube is routed up into the front grab handle on each side of the tractor.



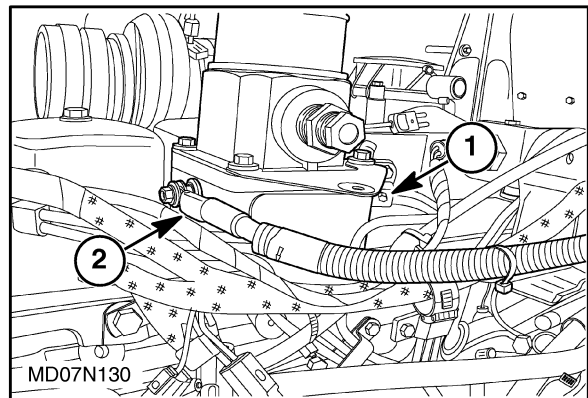
9

Cold Start Aid

The tractor is equipped with a thermostart system to aid the tractor in starting when temperature makes starting the engine difficult. The thermostart system is located on the left side of the engine.

The thermostart system consists of a grid heater (1) in the intake manifold. A wire (2) from the cold start controller and relay supplies current to the grid heater.

The grid heater element preheats the air as it enters the intake manifold which provides for an easier combustion of the air/fuel mixture.



10

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