SERVICE MANUAL

T3.60F / T3.70F / T3.80F

Tractor

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7. Fit tool 380000249 **(1)** in the bevel drive-differential housing, complete with outer bearing rings, crown wheel bearings adjustment shim, circlip and differential housing caps.
8. Screw the cones **(3)** of tool 380000249 **(1)** in or out in order to position the micrometer shaft in the direction of the inner bearing ring **(2)**, Fig. **1** and eliminate end float between the cones and the outer rings of the bevel crown wheel bearings.
9. Adjust the micrometer so that the shaft is in contact with the inner bearing ring **(2)**, Fig. **1** and measure the distance **(H3)**.
10. Determine the correct distance **(H5)** between the crown wheel axis and the large diameter base of the pinion:

    H5 = H4 ± C

    where:

    H4 = **95 mm**. Nominal distance between the crown wheel axis and the large diameter base of the pinion

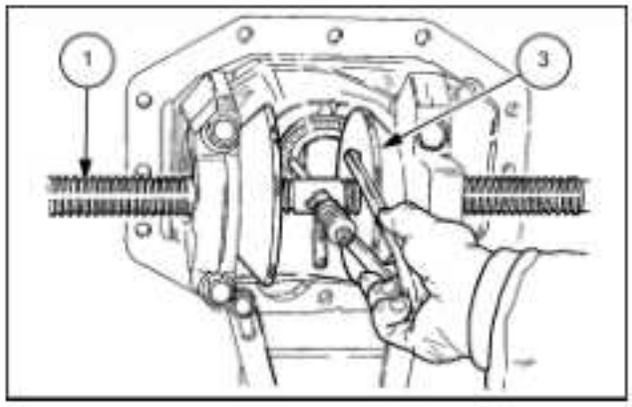
    C = correction value stamped on pinion preceded by a + or – sign (if other than 0), to be added to or subtracted from the nominal distance **(H4)** according to the sign.
11. The thickness of the adjustment ring (11, page 7) will be given by:

    S = H3 – H5

    where:

    H3 = the distance measured using the micrometer;

    H5 = corrected nominal distance between the crown wheel axis and the large diameter base of the pinion.



Example:

- Distance measured using micrometer H5 = **98 mm**.
- Nominal distance between crown wheel axis and large diameter base of H4 = **95 mm**.
- Correction value C = + **0.2 mm**.
- Corrected nominal distance H5 = 95 + 0.2 = **95.2 mm**.
- Thickness of adjustment shim:
  S = 98 – 95.2 = **2.8 mm**.
- Correction value C = – **0.2 mm**.
- Corrected nominal distance H5 = 95 – 0.2 = **94.8 mm**.
- Thickness of adjustment shim:
  S = 98 – 94.8 = **3.2 mm**.
- Correction value C = **0 mm**.
- Corrected nominal distance H5 = H4 = **95 mm**.
- Thickness of adjustment shim:
  S = 98 – 95 = **3 mm**.

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From	To	Value
X-9007 (Receptacle) pin 1	**X-9007 pin 2**	There should be between **2.8 – 3.2 Ω** (**2.8 – 3.2 Ω**).

A. If the value is in the specified range, see **Fuel injection system - Troubleshooting (10.218)** to diagnose the fuel injection system.

B. If the value is not in the specified range, the **Y-9000** has failed internally. Replace the **Y-9000** then refer to **Pressure regulating valve - Configure - Reset ECU data (10.218)** if necessary, to perform the Replacement of the Rail Pressure Metering Unit - Reset ECU Data.

5. Visually inspect the relevant harnesses and connectors for damage, bent or dislocated pins, corroded terminals, or broken wires. Verify that the connectors are fully installed. Flex the harnesses involved to reveal intermittent breaks or shorts in the wiring concerned. Operate the machine while you monitor the display.

A. If you find damage or the display indicates other than normal display readings, then repair the damage discovered during the inspection or locate and repair the other than normal display condition and verify that the error has been resolved.

B. If you do not find damage and the display indicates only normal readings, then erase the fault code and continue operation.

Wiring harnesses - Electrical schematic sheet 01 ENGINE_1_S8000 (55.100.DP-C.20.E.01)

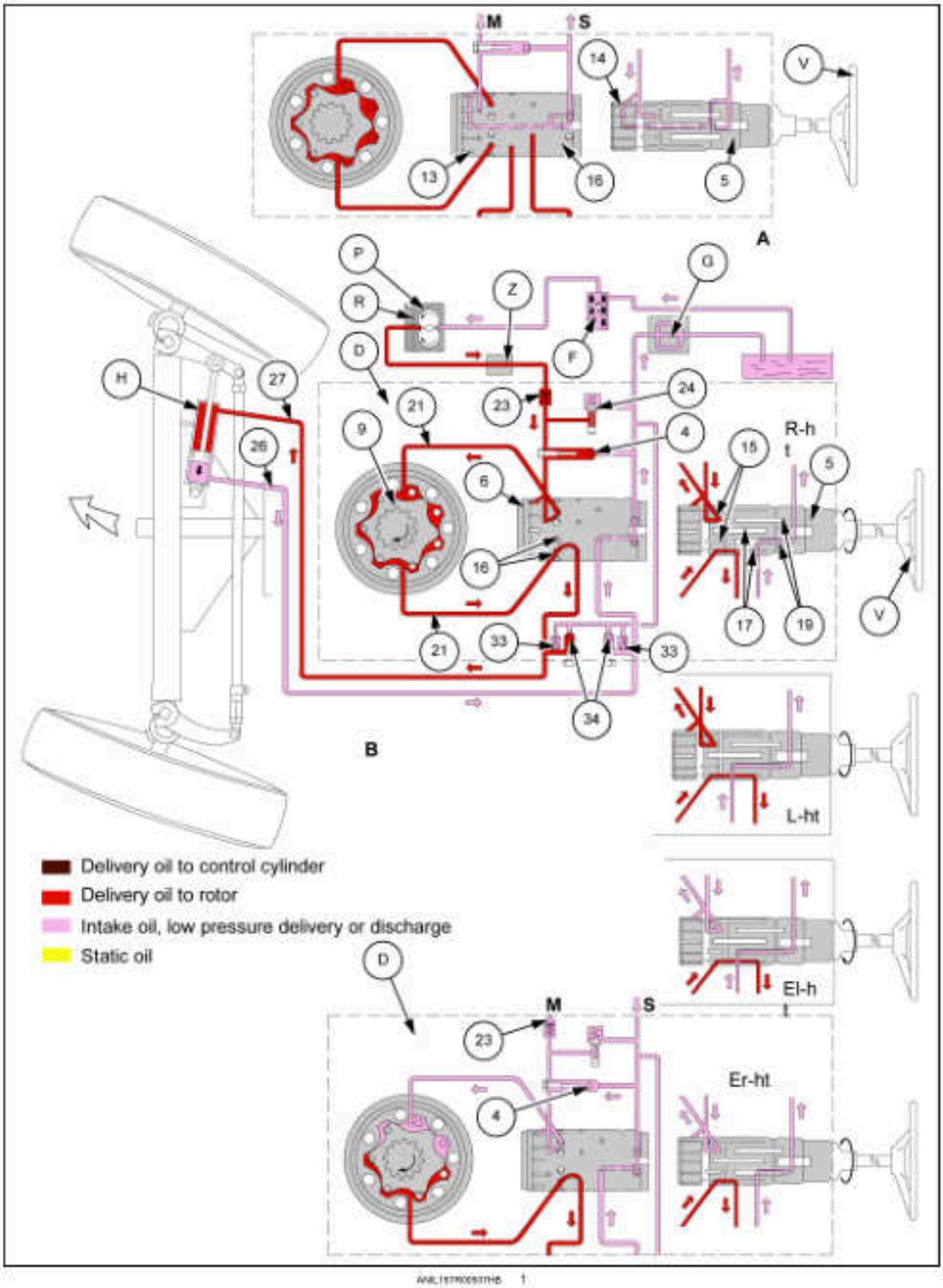
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Wiring harnesses - Electrical schematic sheet 15 ANALOG DIGITAL INSTRUMENT CLUSTER (ADIC) 1 (55.100.DP-C.20.E.15)

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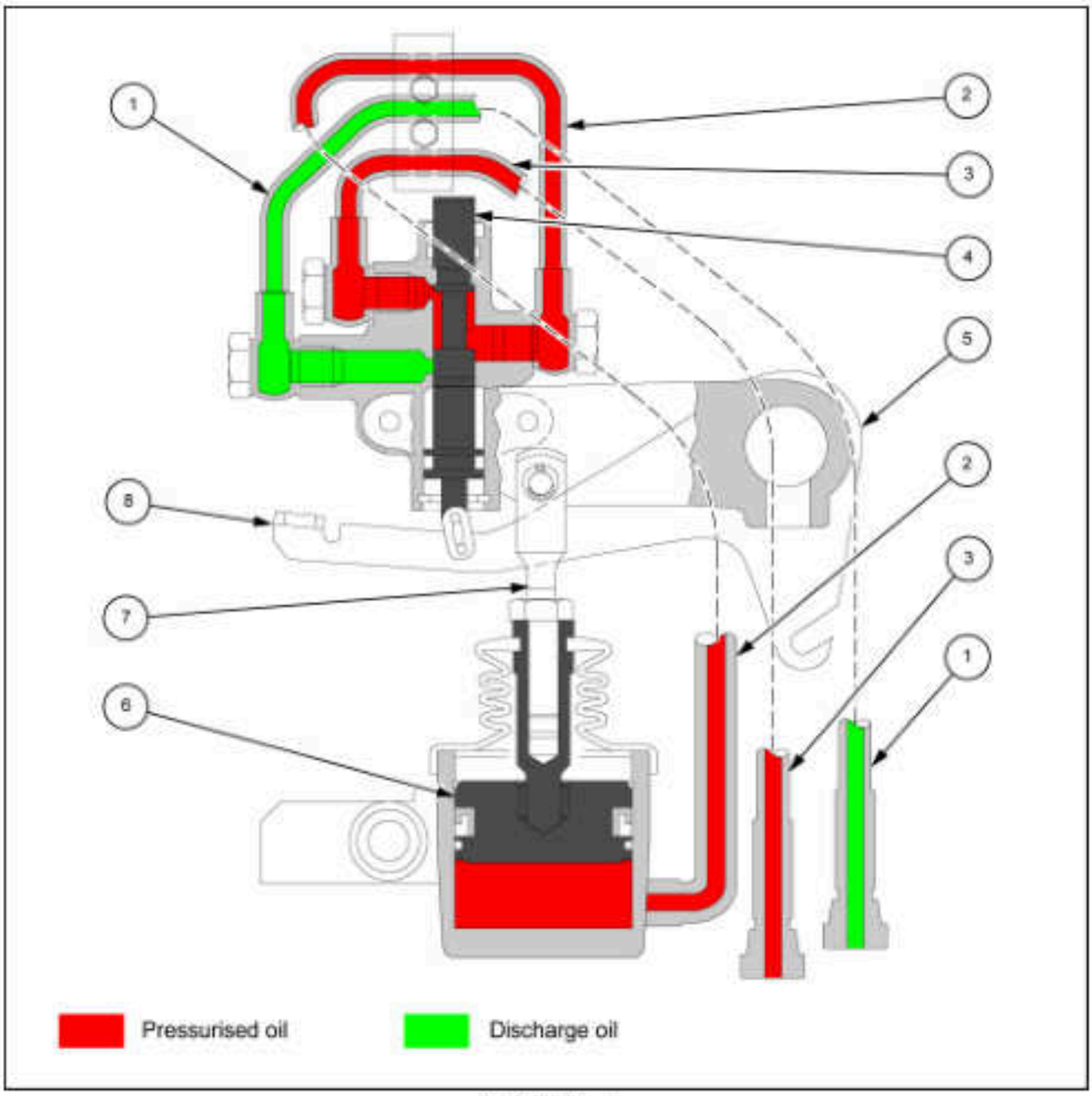
Steering control - Detailed view



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Clutches - Dynamic description

Description and operation



ANL15TR00260CB 1

Engaging the PTO control clutch

The PTO clutch control system consists of a control lever (in the cab) and a cable connecting the lever to the servo control unit.

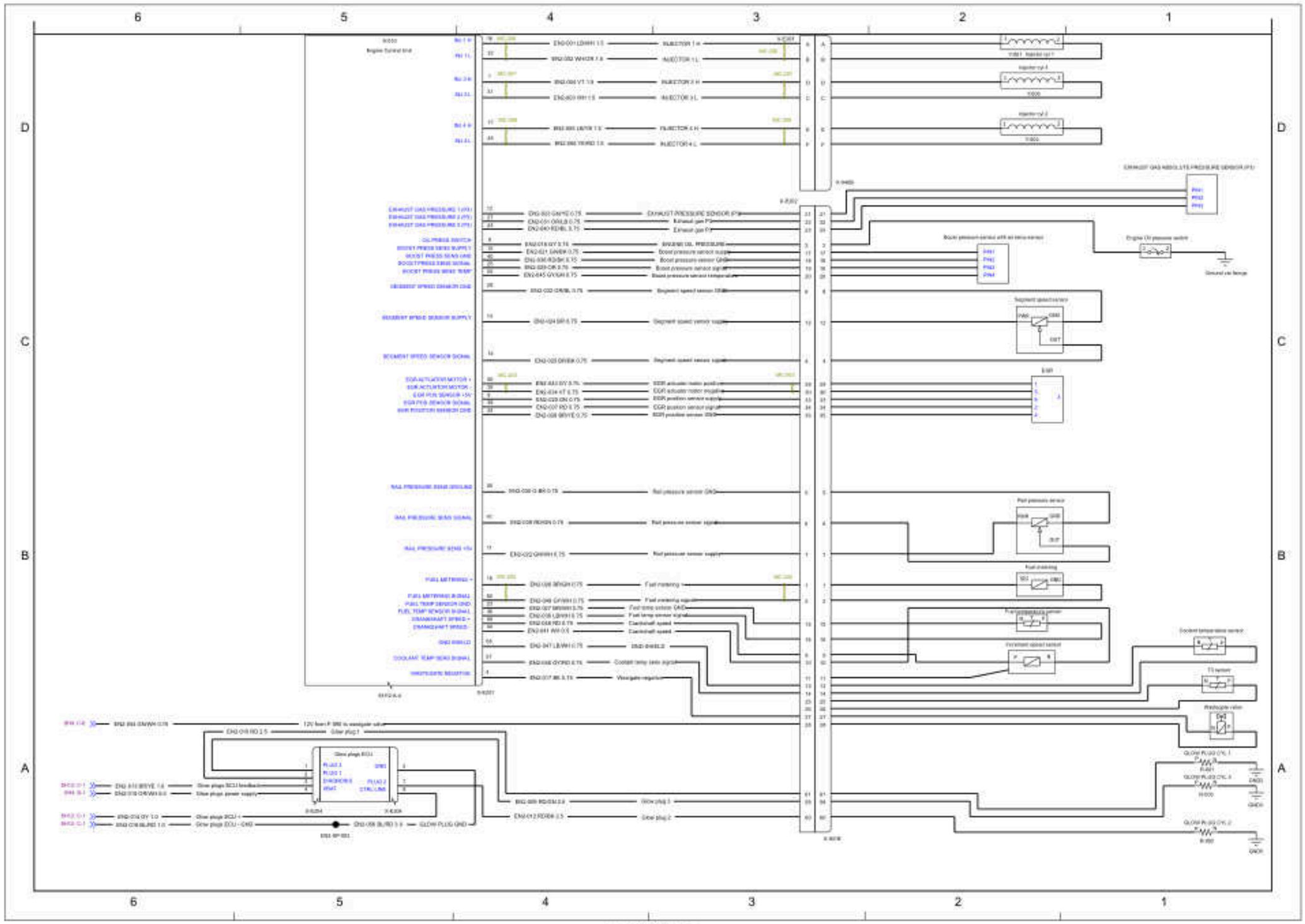
The servo control unit consists of a hydraulic control valve and piston.

When the PTO clutch is engaged with the control lever in the cab, the connecting cable acts on the lever **(8)** which, as it moves, pushes up the control valve drive pin **(4)**.

When the pin **(4)** moves up it closes the hole leading to the oil discharge pipe **(1)**.

The oil from the pump passes through line **(3)**, line **(2)**, and acts on the piston **(6)**.

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