JX55
JX65
JX75
JX85
JX95
Tractors

SERVICE MANUAL

6-61750

CASE IH AGRICULTURE

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Repair Manual - JX Series Tractors

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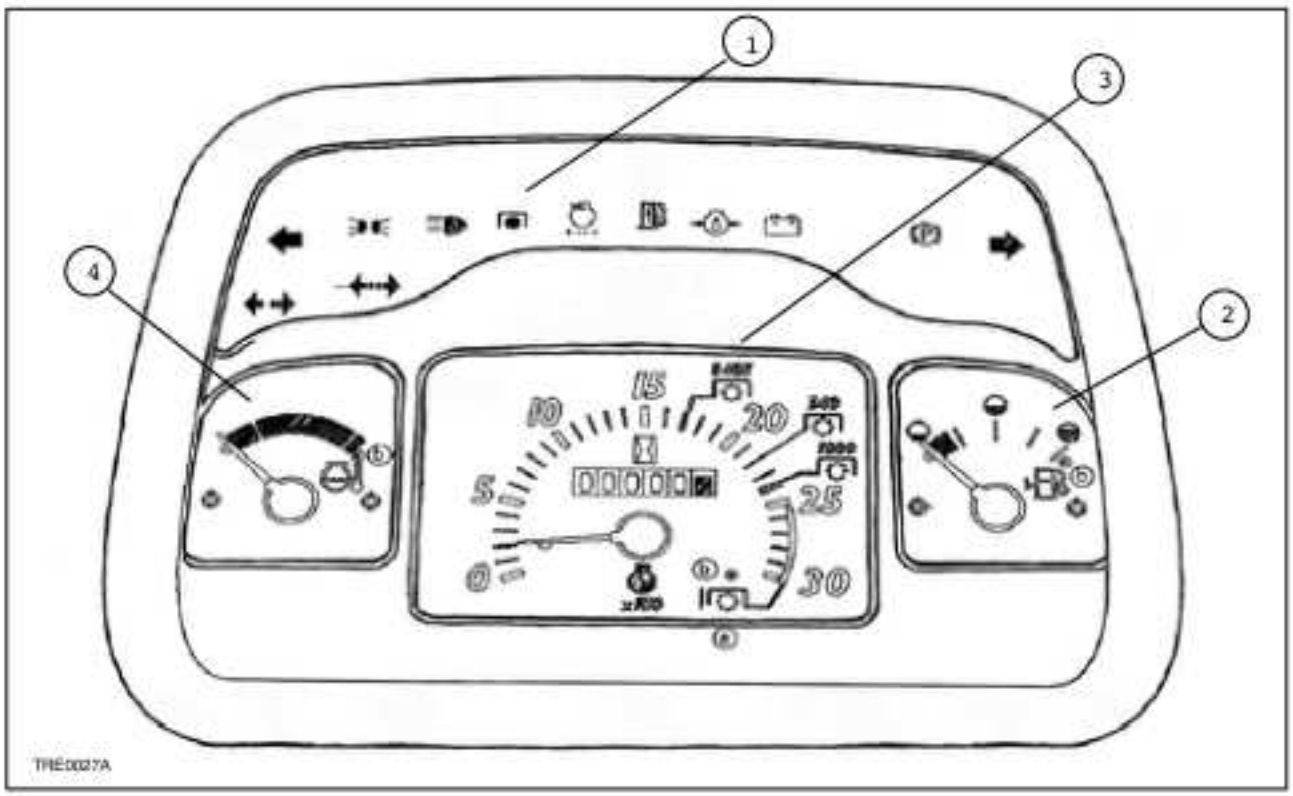
INSTRUMENTS

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ANALOGUE INSTRUMENTS

INTRODUCTION



1

The analogue instrument panel consists of four display sections:

1) Warning and indicator lights;

2) Fuel level gauge;

3) Proofmeter;

4) Engine coolant temperature gauge.

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STARTING SYSTEM

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TECHNICAL INFORMATION

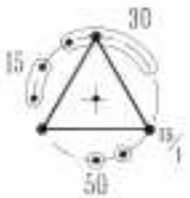
CHARACTERISTICS	55 hp	65 hp	75 hp	85 hp	95 hp
Starter motor	BOSCH				
Power (kW)	2.5		3.5		
Maximum current drain without load (Amp)	60 A at 11,6 V and 8600 rev/min		160 at 11.5 V and 8000 rev/min		
Minimum brush length (mm) (in.)	-		7.0 (0.0230)		
Minimum switch diameter (mm) (in.)	42 (0.1378)		42.5 (0.1394)		
Maximum armature shaft end play (mm)	0.5 - 0.8 (0.0016 - 0.0026)		0.4 (0.0013)		

TIGHTENING TORQUES

	Nm (Inch lb)
Starter motor and engine block fastening bolts	34 (300.93)
Box on starter motor/earth (ground) cable side	16 (141.61)
Solenoid valve wire nuts	7 (61.96)
Box nuts on starter motor side	10 (88.51)
Solenoid valve fastening bolts	5 (44.25)

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SYMBOLS USED IN ELECTRICAL CIRCUITS



Ignition switch



Battery



Fuse



Motor



Lighting and indicator lamps



Switch relay



Switch relay



Pressure switch



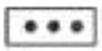
Indicator switch



Speaker



Diode



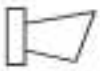
Connection



Solenoid valve



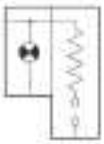
Thermostart



Horn



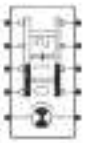
Variable resistance



Cigar lighter



Electrical supply socket



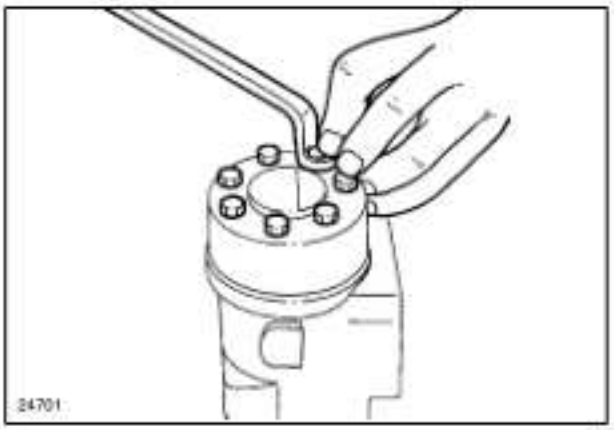
Control switch

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HYDROSTATIC STEERING CONTROL VALVE
Disassembly-Assembly with the control valve removed

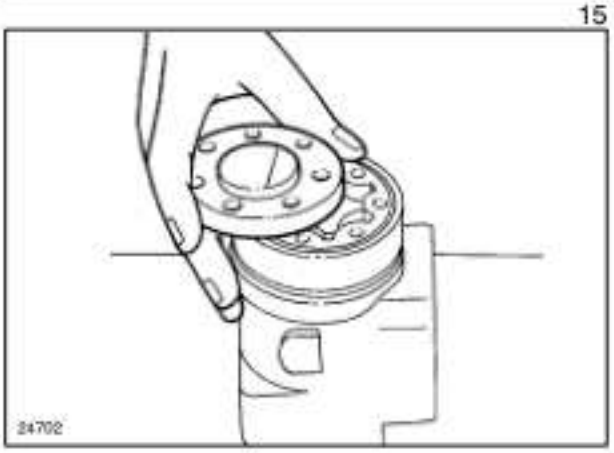
To disassemble the hydrostatic steering control valve, proceed as follows:

1. Remove the control valve cover retaining bolts.



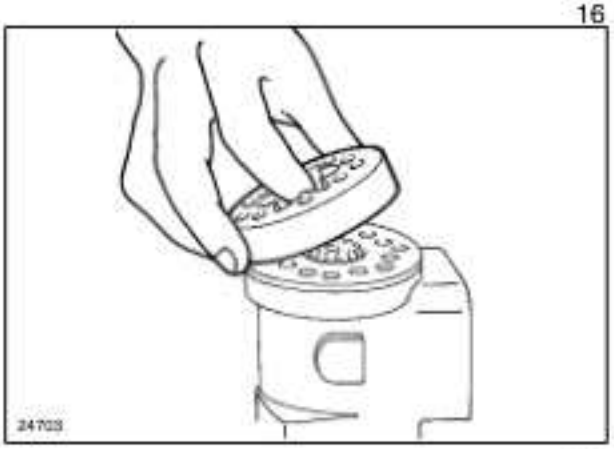
15

2. Remove the cover by sliding to one side.



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3. Remove the rotor fixed ring, the rotor and the inner spacer.
4. Remove the two O-ring seals on the rotor fixed ring.



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5. Extract the rotor drive shaft

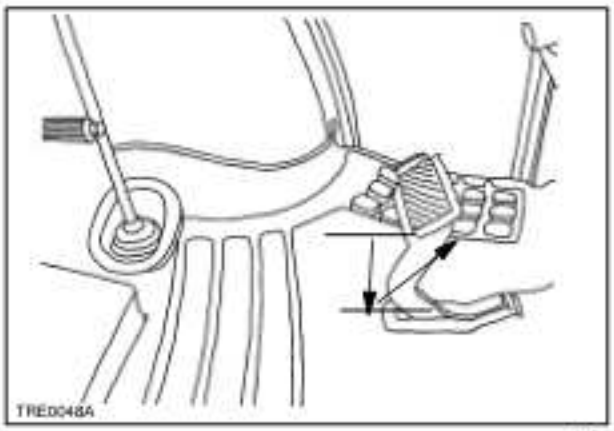


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ADJUSTMENT OF THE MAIN CLUTCH CONTROL LINKAGE

Check that pedal free travel before clutch releasa is approximately 40 mm (1.5748 in.). When free travel is down to 25 mm (0.9843 in.), adjust clutch as follows:

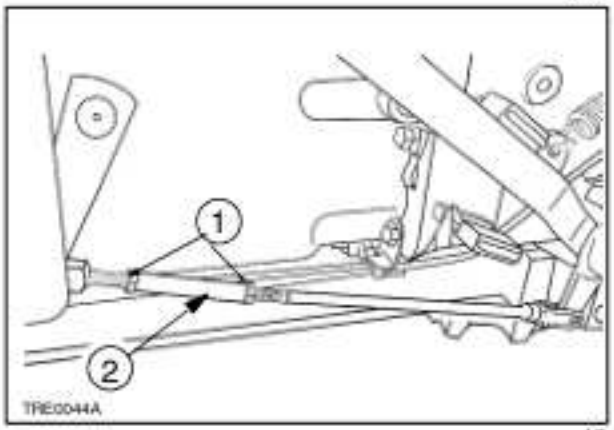


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- Back off locknut (1) and rotate sleeve (2) counterclockwise (each sleeve turn is equivalent to 12 mm (0.4724 in.) in pedal displacement).

- Tighten locknut (1);

- Ensure that pedal free travel is 25 mm (0.9843 in.).

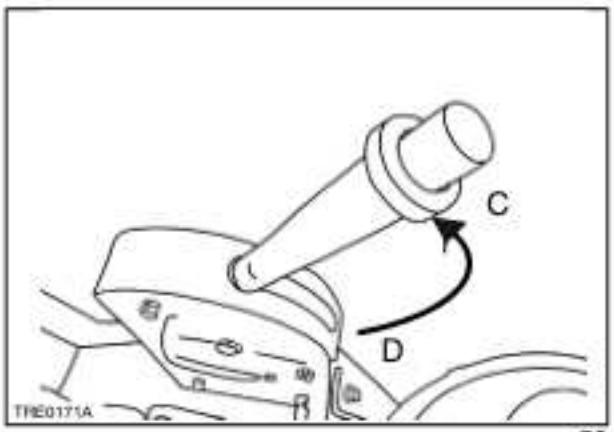


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PTO CLUTCH LINKAGE ADJUSTMENT

Bring PTO lever (C) to rest position (Fully lowerd) and check that free travel at pin (D) is 4.5 mm (0.1772 in.) before clutch release.

When this distance is down to 2.5 mm (0.0984 in.), adjust the clutch lever as follows:

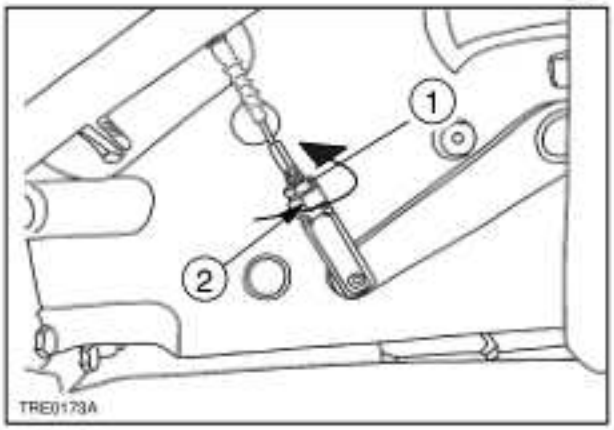


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- Slacken lock nut (1) and rotate sleeve (2) counter clocvise 1 turn. (Each turn of sleeve shifts the pin (1) aproximately 3 mm (0.1181 in.))

- Tighten locknut.

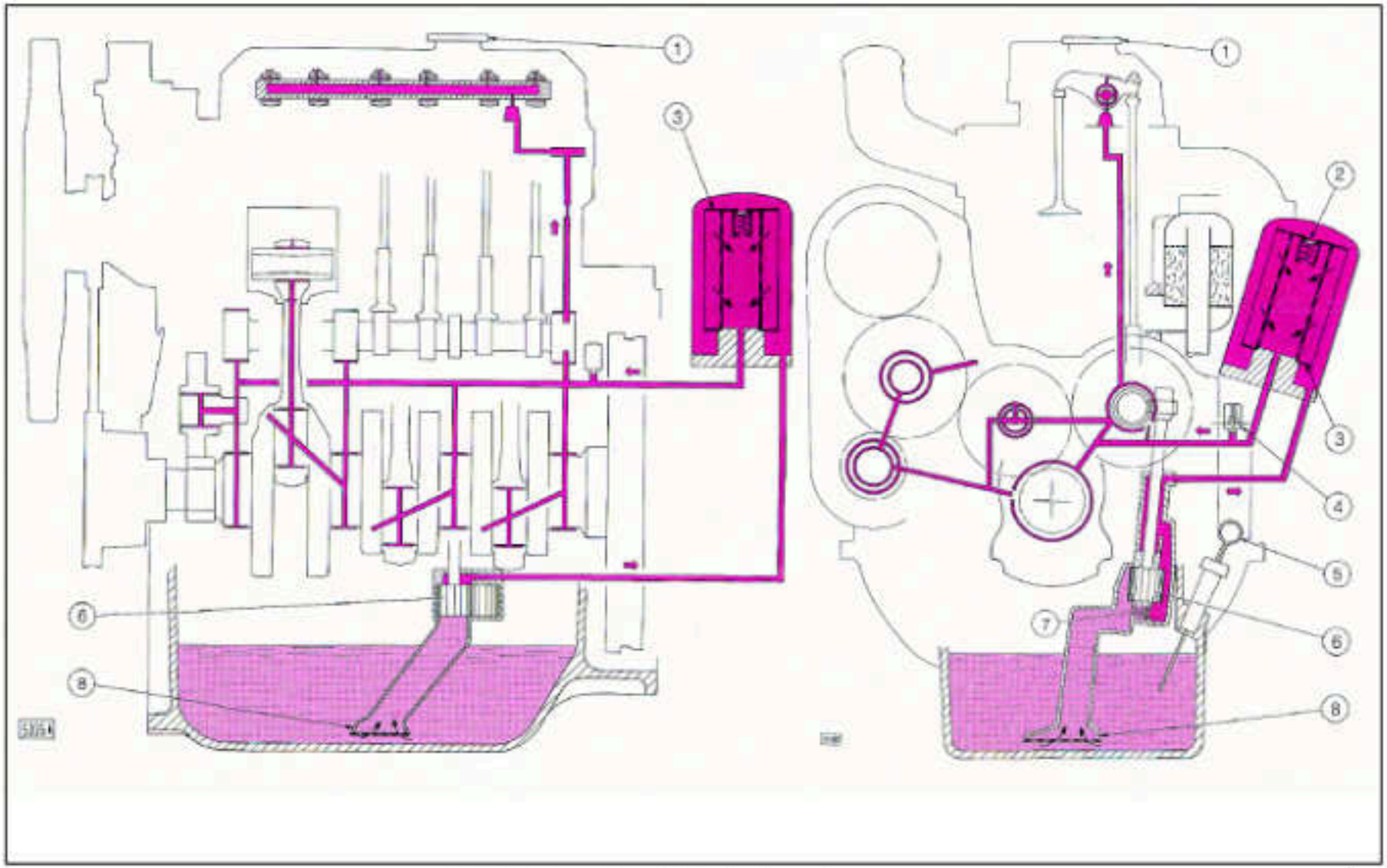
- Ensure that lever free travel is 4.5 mm (0.1772 in.).



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Lubrification system of 3-cylinder engine

1. Oil filler cap 2. Filter safety valve (opens when oil pressure at filter inlet exceeds the pressure at the outlet by 1.5 - 1.7 bar/cm^2) 3. Filter. 4. Switch for low engine oil pressure warning (on dashboard). 5. Dipstick. 6. Pump. 7. Oil pressure limiting valve. 8. Screen filter on pick-up pipe.

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Steering to the right (fig. 5)

When you turn the steering wheel clockwise, the springs (11) fig. 2 deform, allowing the valve (12) fig. 4 to rotate in relation to the sleeve (11).

In this state, the following takes place:

- de-synchronisation of the internal ducts with parts (11) and (12) fig. 4, which were aligned in the neutral phase, resulting in interruption of the flow of oil to the outlet.
- alignment with the same number of internal ducts connected moment by moment with the rotor compartments at intake from the pump (7) fig. 4 and in the delivery line to the steering cylinders (2), thus allowing the wheels to be steered to the right.

Steering to the left

When you turn the steering wheel anticlockwise, the grooves inside parts (11) and (12) fig. 4 and the delivery lines to the steering cylinders are reversed, thus allowing the wheels to be steered to the left.

Steering to the right manually

If there is a fault or loss of oil pressure at the hydrostatic steering pump, steering can also be performed manually.

When you turn the steering wheel clockwise, the rotor inside the hydrostatic steering control valve (3) fig. 4 performs the function of a hand pump, sending oil to the control cylinder rod side (2), thus allowing the wheels to be steered to the right manually.

Steering to the left manually

When you turn the steering wheel anticlockwise, you act upon the rotor inside the hydrostatic steering control valve which, by operating as a hand pump as previously described, sends oil to the control cylinder piston side, thus allowing the wheels to be steered to the left manually.

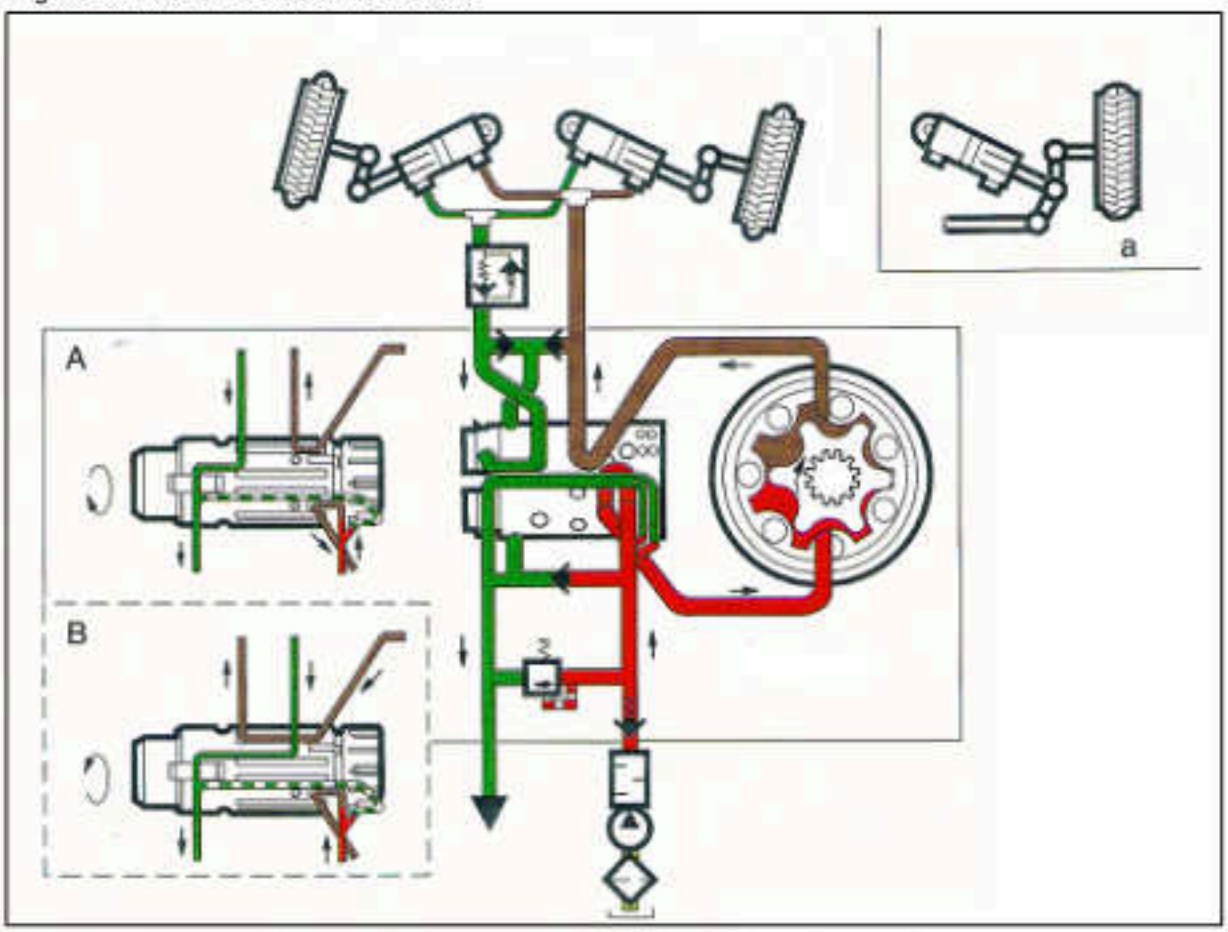
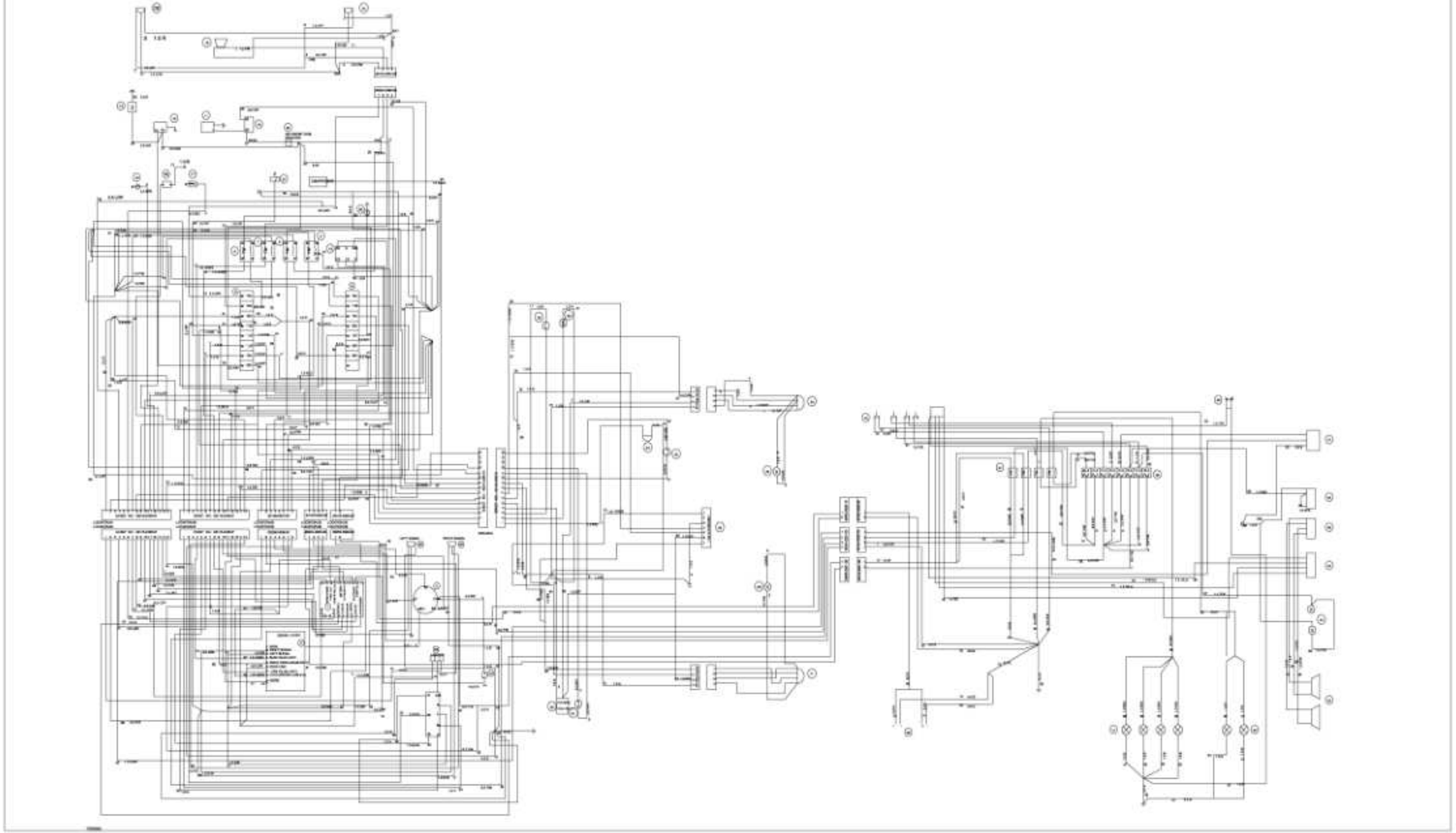


Diagram showing operation of the hydrostatic steering 5

a 2WD models
A Steering to the right
B Steering to the left
Oil in intake line
Oil in delivery line from pump
Oil in delivery line to hydraulic cylinder
Oil returning to reservoir

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GENERAL DIAGRAM - CENTRE (WITH CAB)



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