Farmall 75N
Farmall 95N

Tractors

SERVICE MANUAL

84241668

CASE IH AGRICULTURE

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The following pages are the collation of the contents pages from each section and chapter of the Farmall 75N, Farmall 95N Service manual. Complete Service part # 84241668.

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

The sections listed above are the sections utilized for the Farmall 75N, Farmall 95N Tractors.

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SECTION 00 - GENERAL

BOOK 1 - 84241669

Chapter 1 - General

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SECTION 10 - ENGINE

BOOK 1 - 84241669

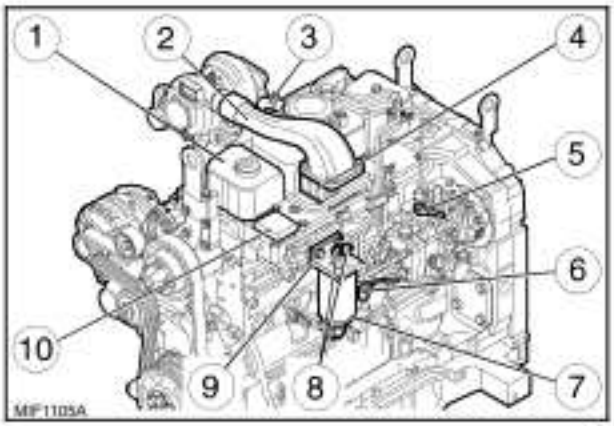
Chapter 1 - Engine (Model 95N)

CONTENTS

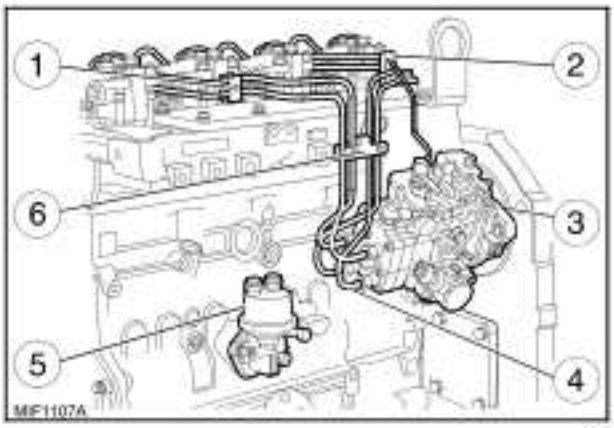
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7. Remove the intake manifold (2).
8. Disconnect the engine oil vapor recovery pipe from the blow-by (3).
9. Remove the tappet covers (1).
10. Remove the pipes with the quick-fit coupling (6) and (8).
11. Remove the piping from the LDA system (5).
12. Remove the fuel filter (7).
13. Remove the heater (4).
14. Remove the control unit for the heater (10).
15. Remove the fuel filter support (9).
16. Remove the injector feed pipe (4) from the injection pump (3).
17. Remove the brackets on the cylinder head of the pipe assembly (1), (2) and (6).
18. Replace fuel supply pump (5).

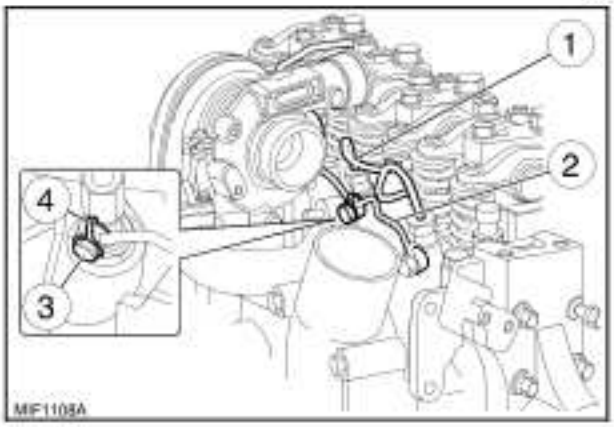


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19. Detach the fuel pipe assembly (1) from the injectors.
20. Remove the fuel outlet pipe (2) from the injectors removing the screw (3) and the seal (4).



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CHECKS, MEASUREMENTS AND REPAIRS - DUAL DISK CLUTCH

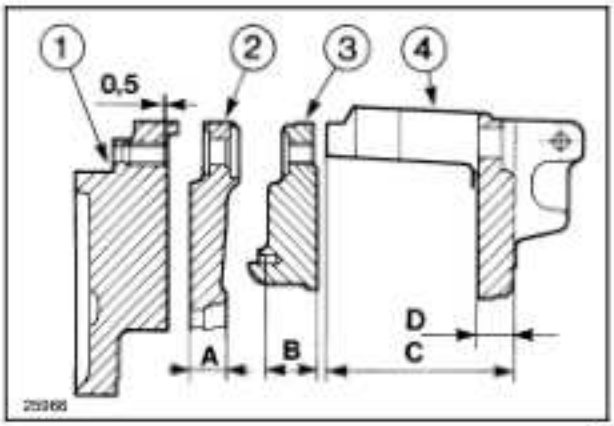
CAUTION

Handle all parts carefully. Do not put your hands or fingers between parts. Wear the prescribed safety clothing, including goggles, gloves and safety footwear.

Minimum permissible dimensions after refacing of parts subject to wear in the 11"/11" dual clutch

A ≥ 15.5 mm (0.6102 in.); B ≥ 22.7 mm (0.8936 in.); D ≥ 5.8 mm (0.2283 in.).

1. Flywheel.
2. PTO clutch pressure plate.
3. Main clutch pressure plate.
4. Clutch cover.

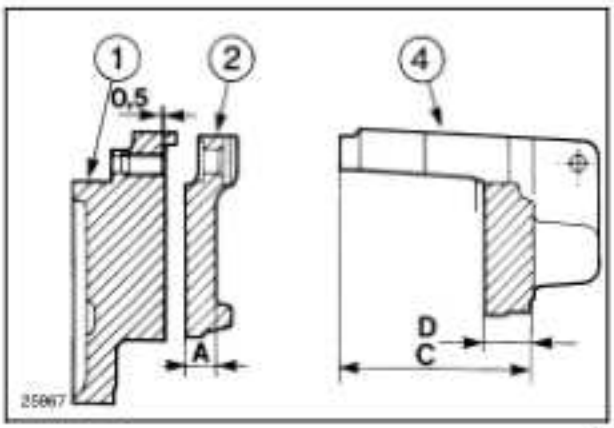


36

Minimum permissible dimensions after refacing of parts subject to wear in the 11" single clutch

A ≥ 15.5 mm (0.6102 in.); C ≥ 15.8 mm (0.6220 in.).

1. Flywheel.
2. PTO clutch pressure plate.
3. Clutch cover.



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- Check for wear on the PTO clutch disk (11, fig. 1 and 1, fig. 2) and main clutch disk (9) and replace if the retaining rivets are worn or approaching the friction material.
- Replace the disk when the oil has soaked into the organic agglomerate surfaces.

Minimum permissible dimensions after refacing of parts subject to wear in the 11"/11" dual clutch and 11" single clutch.

- Check the friction surface conditions of the pressure plates and the clutch cover.
  Generally, by means of turning, up to 1 mm (0.0393 in.) of material can be removed from the cast iron friction surfaces of the clutch cover (3), the pressure plate ring (2) and the flywheel (see Sect. 10 chap. 1).

When parts (1), (2), (3) and (4 figs. 36 and 37), are to be repaired by removing material, proceed as follows:

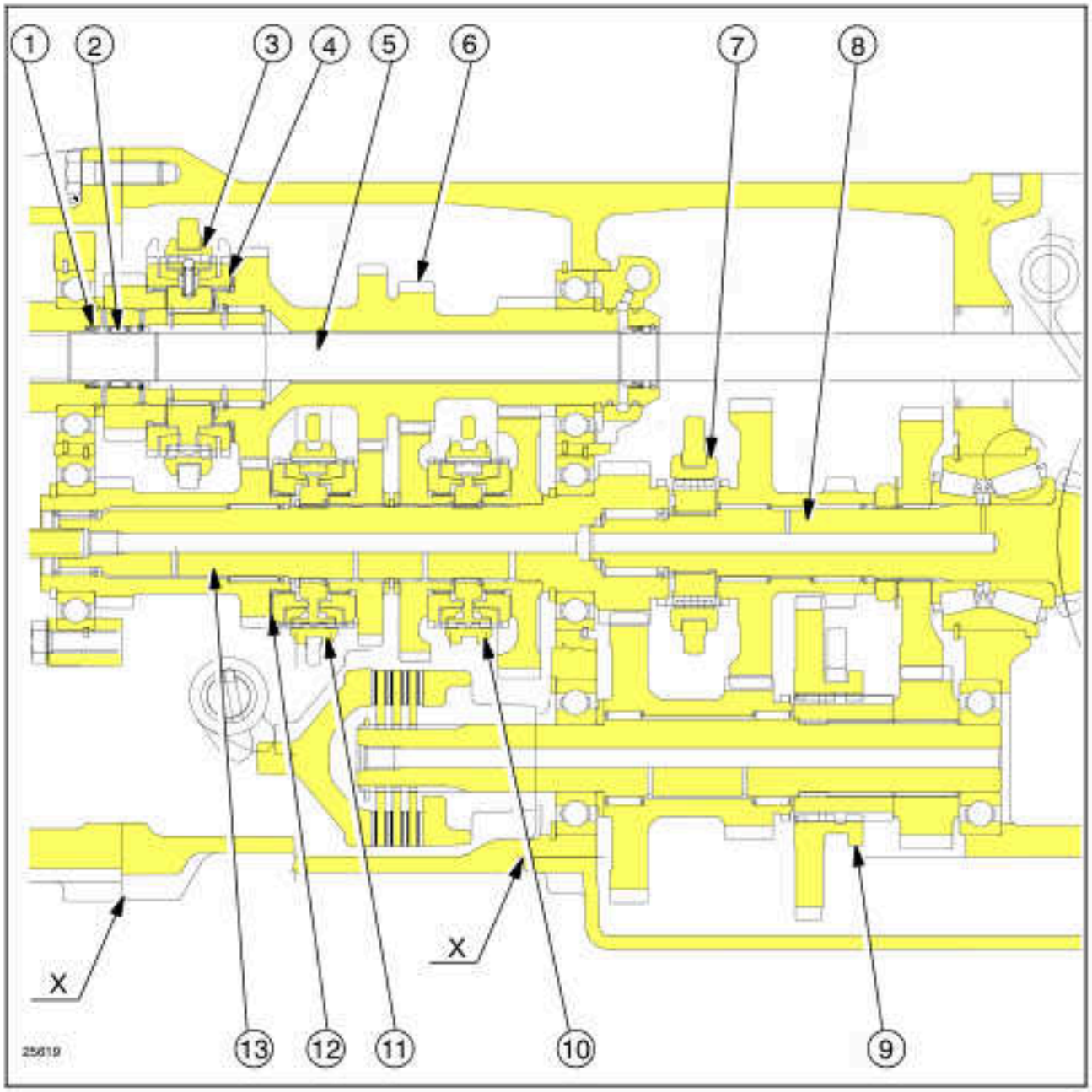
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ELECTRICAL CIRCUIT COMPONENTS (functional order)

COMPONENT	DESCRIPTION
ALTERNATOR	
ALT-84	Alternator
AUDIO DEVICES	
AUD-118	Horn
BATTERY	
BAT-83	Battery
CONNECTIONS	
C-1	Front side connection - engine (24 PIN)
C-3	Trailer brake circuit intermediate connection (4 PIN)
C-5	Front lights connection
C-6	Transmission system connection (24 PIN)
C-8	Trailer brake circuit main connection (4 PIN)
C-9	Power-Shuttle transmission system connection (24 PIN)
C-13	Front power take-off intermediate connection
C-14	Seven-pin socket connection
C-14A	ISO seven-pin socket
C-14B	NASO seven-pin socket
C-15	Gearbox neutral connection
C-16	Electronic thermostarter connection (6 PIN)
C-21	Power-Shuttle system connection (6 PIN)
C-24	Digital instrument connection
C-28	Diagnostics connection
C-31	Connection for battery cut-out circuit on engine
C-41	Seat connection
C-166	Brake lights signal test connection
C-167	Connection for CAN line (4 PIN)
C-216	Connection of fitting for hydraulic variant
C-228	Connection for four-wheel drive switch
C-650	Electrohydraulic unit solenoid valve connection
C-1000	Hydraulic adjustment circuit connection
JUMPERS	
CB-31	Battery cut-out circuit jumper

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SECTIONAL VIEWS



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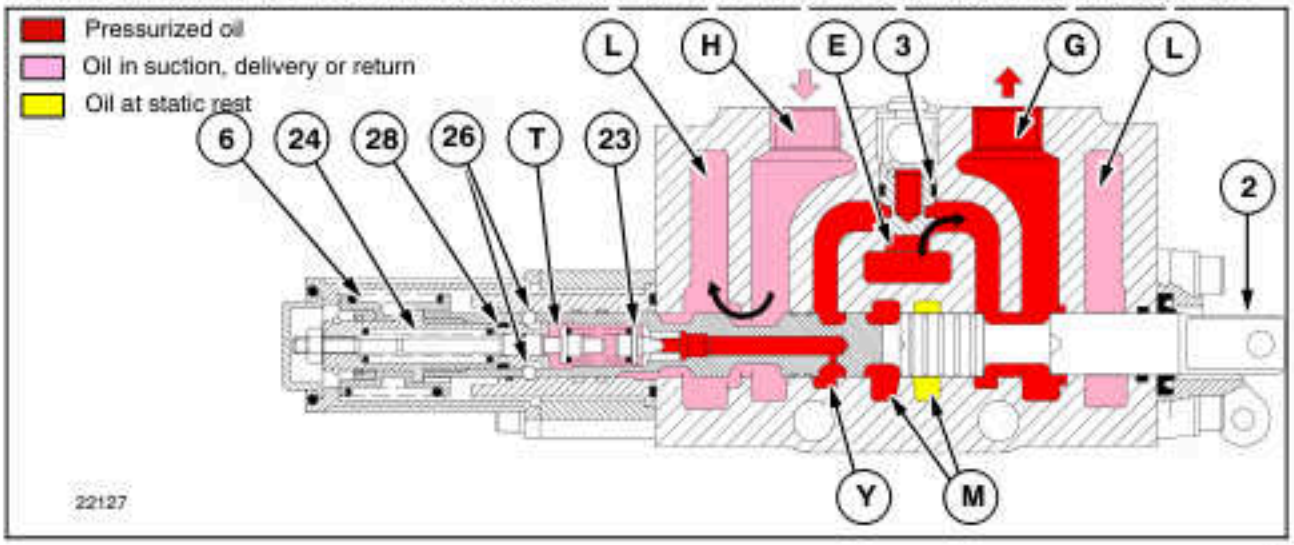
Longitudinal cross-sectional view of gearbox and gear range

1. Seal.
2. Power take-off shaft support roller bearings.
3. Reverser control synchronizer.
4. Gearbox driving gear clearance adjusting thickness.
5. Power take-off shaft.
6. Gearbox driving gear.
7. Selector sleeve for high or medium-low speeds.
8. Bevel pinion shaft.
9. Selector sleeve for low or medium-high speeds.
10. Synchronizer for 1st and 2nd speed.
11. Synchronizer for 3rd and 4th speed.
12. Gearbox driven shaft gear clearance adjusting thickness.
13. Gearbox driven shaft.

NOTE: *On assembly apply a bead of sealing compound to the surfaces* ***X*** *as indicated in figure 58.*

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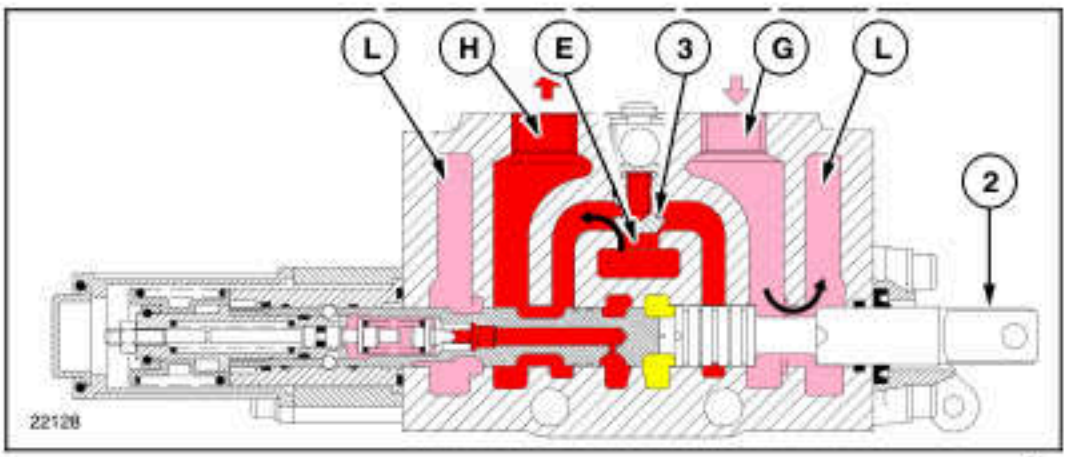
OPERATING STAGES OF AUXILIARY CONTROL VALVE FOR THE OPERATION OF A SINGLE/ DOUBLE-ACTING CYLINDER WITH AUTOMATIC DETENT RELEASE AND FLOAT POSITION



8

Lifting

On pulling back the control lever (located in the cab), the spool (2) shifts and the detent balls (26) engage the left hand groove, where they are held in place by the support (28) and spring (24). The movement of the spool (2) connects: delivery line (E) with the lower chamber of the cylinder, by way of the check valve (3) and the line (G), and also the upper cylinder chamber with the exhaust line (L) by way of line (H), intercepting the supply of oil to the hydraulic lift control valve. On completion of the lifting movement, the oil pressure increases to 170 to 175 bar (2465 to 2537 psi), acting through the port (V), it overcomes the resistance of the spring of the needle valve (23). Inside chamber (T) the oil pressure increases and, acting on the detent ball support (28), it overcomes the resistance of the spring, thus moving the support (28). In this condition the two detent balls (26) drop onto the support (28), releasing the spool (2) which, under the action of the spring (6), returns to the neutral position, and consequently the entire flow from the pump is conveyed to the lift control valve through lines (M).



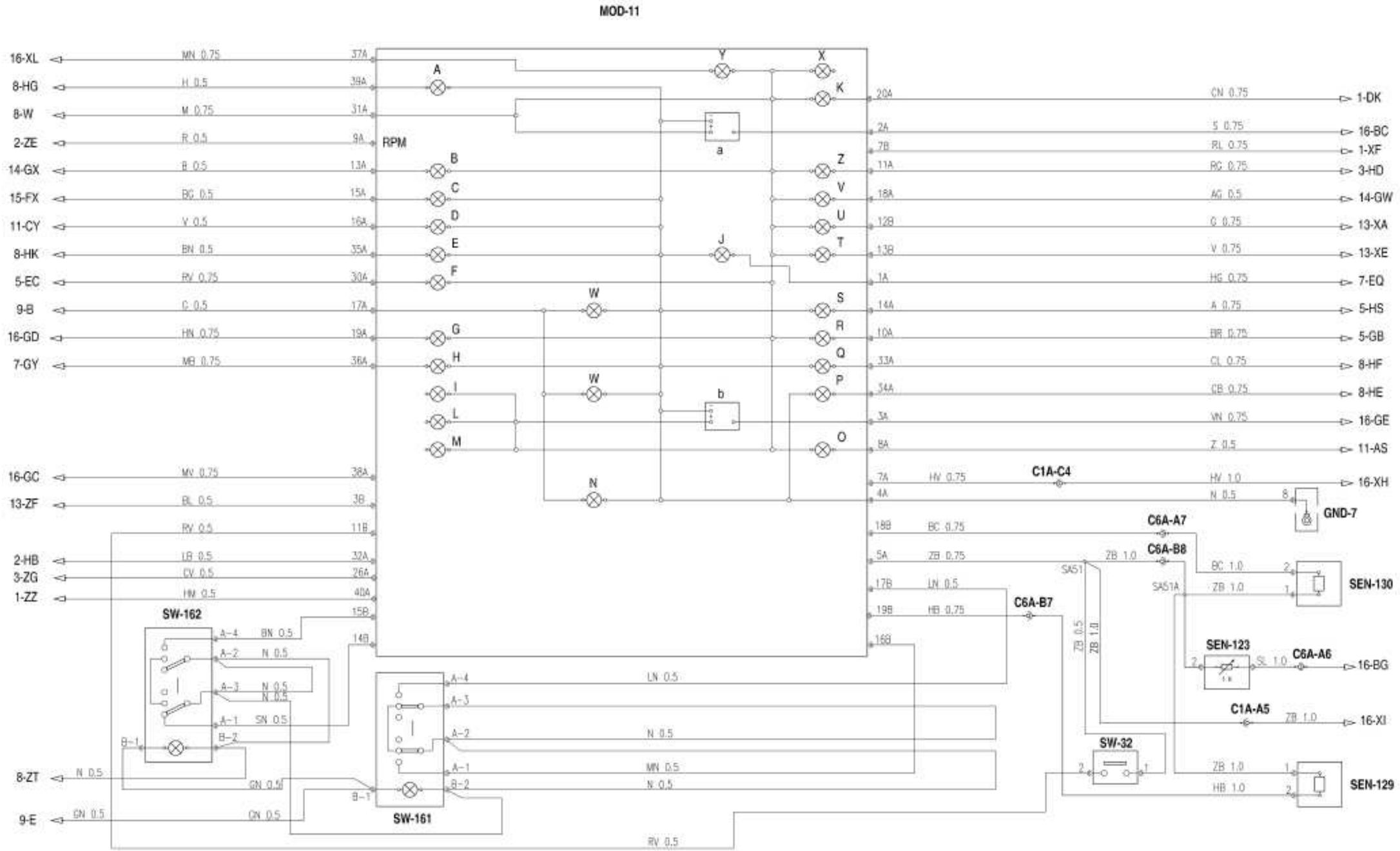
9

Lower

To lower the implement, push forward the control lever (in the cab). The control valve spool (2) shifts and the detent balls (26) engage in the central groove where they are held in position by the support (28) and the spring (24). In this condition the oil contained in the lower chamber of the cylinder can flow to the exhaust (L) by way of line (G), while the upper chamber is connected with the delivery (E) by way of line (H) and check valve (3). On completion of the lowering operation, the detent will be automatically released in the manner described previously.

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INSTRUMENT AND SENSOR CIRCUIT - DIAGRAM 6



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