

NEW HOLLAND

REPAIR MANUAL

TT55
TT75
Tractor

NEW HOLLAND AGRICULTURE

SERVICE

87042097

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TT55, TT75 REPAIR MANUAL
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The following pages are the collation of the contents pages from each section and chapter of the TT55, TT75 Repair manual. Complete Repair part # 87042097.

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 TT55, TT75 Tractors.

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SECTION 00 - GENERAL

BOOK 1 - 87042098

Chapter 1 - General

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SECTION 10 - ENGINE

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Chapter 1 - Engine Overhaul

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Chapter 2 - Air Cleaning System

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TIMING SPECIFICATIONS	TT55	TT75
Valve Gear	Overhead valves; pushrod operated; camshaft driven by the crankshaft through helical gears	
Inlet Start: Before TDC	12°	
Inlet End: After BDC	31°	
Exhaust Start: Before BDC	50°	
Exhaust End: After TDC	16°	
Valve Clearance for Timing Check	0.45 mm (0.0177 in.)	
Valve Clearance Normal Running (Engine Cold) — Inlet	0.30 mm ± 0.05 mm (0.0118 in. ± 0.0020 in.)	
Valve Clearance Normal Running (Engine Cold) — Exhaust	0.30 mm ± 0.05 mm (0.0118 in. ± 0.0020 in.)	

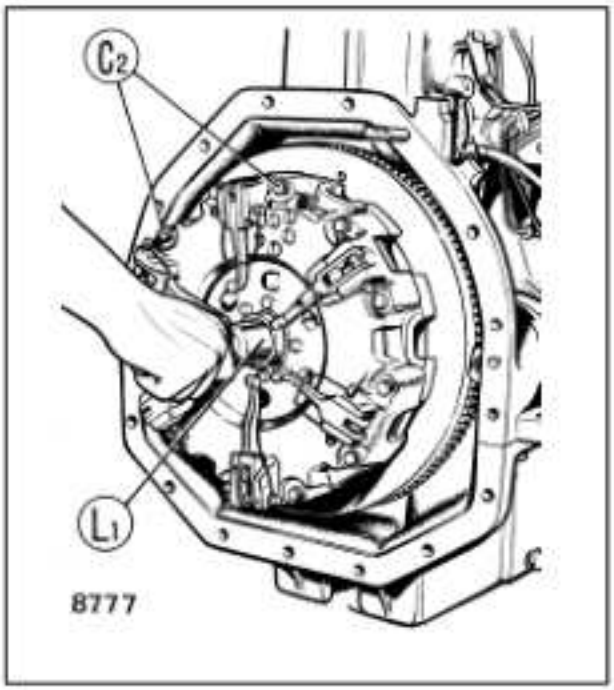
FUEL SYSTEM SPECIFICATIONS	TT55	TT75
Air Cleaning	Dual cartridge dry air filter; clogged filter indicator; centrifugal pre-cleaner; automatic dust ejector	
Fuel Tank Capacity	90 liters (23.8 US gallons)	
Fuel Supply Pump	Double diaphragm; engine driven; camshaft operated	
Fuel Filtering	Strainer in fuel supply pump; Lucas - dual filter; Bosch - single filter with water separator	Strainer in fuel supply pump; dual filters
Minimum Fuel Flow with Pump Shaft Rotating at 1600 RPM	100 liters/hour (26.4 US gallons/hour)	
Drive Shaft Eccentricity	3.0 mm (0.1181 in.)	
Injection Pump	Emissioned	Rotary distributor type
Pump All-Speed Governor	Integral; centrifugal counterweights	
Pump Advance Regulator	Integral; hydraulic	
Injection Pump Rotation	Counterclockwise	
Injection Order	1-2-3	1-3-4-2
Injector Nozzles (Orifices)	4	4
Nozzle Diameter	0.31 mm (0.0122 in.)	0.31 mm (0.0122 in.)
Injector Release Pressure	230 – 238 bar (235 – 243 kg/cm^2, 3340 – 3460 PSI)	

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CLUTCH ASSEMBLY REMOVAL/ INSTALLATION

To remove the clutch assembly from the flywheel:

- Remove ten of the capscrews (C_2, Fig. 1) holding the clutch in place.
- Loosen the two remaining capscrews.
- Insert the pilot shaft tool **380000612** through the clutch plate hubs.
- Back off the two remaining capscrews and remove the clutch assembly, complete with the PTO disc.



1

Removing / Installing 11"/11" Clutch from Flywheel

C_2. Capscrews securing clutch to flywheel
L_1. Centralizer pin **380000612**.

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Common Causes of Battery Failure

- Internal open or short circuit
- Loss of electrolyte
- Separation of active materials from grids
- Accumulation of sulfate crystals too large to disperse
- Failure of inter-cell components
- Separators punctured by excessive crystal growth, causing short circuit
- Excessive over-charging
- Electrolyte freezing

A fully charged battery will not freeze until –65 °C (-85 °F). A 50% charged battery freezes between –17 °C and –27 °C (1.4 °F and -16.6 °F). Fully discharged electrolyte freezes between –3 °C and –11 °C (26.6 °F and 12.2 °F). Excessively high boost charging and gassing will cause separation of active materials from the grids. Separation destroys the chemical function of the battery.

Crystal growth occurs whenever batteries stand discharged. High temperatures and extended discharge periods increase this condition. At room temperature after one week, the battery may not recover while on the vehicle. Recharge will require a higher constant voltage. After three weeks, the battery will suffer permanent degradation, and the procedures for charging a heavily discharged battery will be required.

When fully charged, batteries have a long shelf life. The lead-calcium type battery discharges at 3% per month. It will take 16 months to drop to 50% charged. On the tractor, the quiescent load is approximately 50 mA. To predict rundown on a static vehicle, add 8 Ah per week.

When cranking the engine, if the battery starts to fade, stop cranking and allow the battery to stand for two minutes to recover. The recovery time required increases as the temperature decreases.

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