DX48, DX55
Tractors

SERVICE MANUAL

87367132

CASE IH AGRICULTURE

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DX48, DX55
REPAIR MANUAL
COMPLETE CONTENTS

SECTION 00 - GENERAL INFORMATION 2

SECTION 10 - ENGINE 3

SECTION 18 - CLUTCH 11

SECTION 21 - TRANSMISSION 12

SECTION 23 - FWD DRIVELINE 19

SECTION 25 - FWD FRONT AXLE 20

SECTION 27 - DIFFERENTIAL, REAR AXLE 21

SECTION 31 - POWER TAKE-OFF (PTO) 23

SECTION 33 - BRAKES 24

SECTION 35 - HYDRAULIC SYSTEM 24

SECTION 41 - STEERING 28

SECTION 44 - WHEELS AND TIRES 30

SECTION 55 - ELECTRICAL SYSTEM 31

SECTION 90 - PLATFORM 39

The following pages are the collation of the contents pages from each section and chapter of the DX48, DX55 Repair manual. Complete Repair part # 87367132.

The sections used through out all Case IH 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 DX48, DX55 Tractors.

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SECTION 00 - GENERAL INFORMATION

BOOK 1 - 87367133

Chapter 1 - General Information

CONTENTS

Section	Description	Page
	Precautionary Statements	2
	Safety	3
	Safety Decals	6
	Instruction Decals	9
	Decal Placement Guide	12
	Ecology and the Environment	14
	Universal Symbols	15
	General Information	16
	Minimum Hardware Tightening Torques	17
	Lubrication	19
	Recommended Lubricants	20
	Lubrication and Maintenance Chart	21
	Lubrication Fittings	22
	Diesel Fuel	22
	Specifications	23
	Transmission Speeds	26
	General Dimensions	31
	Wheel Tread Settings	34
	Front Axle (2WD) Adjustable	34
	Liquid Ballast	38
	Tire Pressure	38
	Rear Tire Liquid	38

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SECTION 10 - ENGINE

BOOK 1 - 87367133

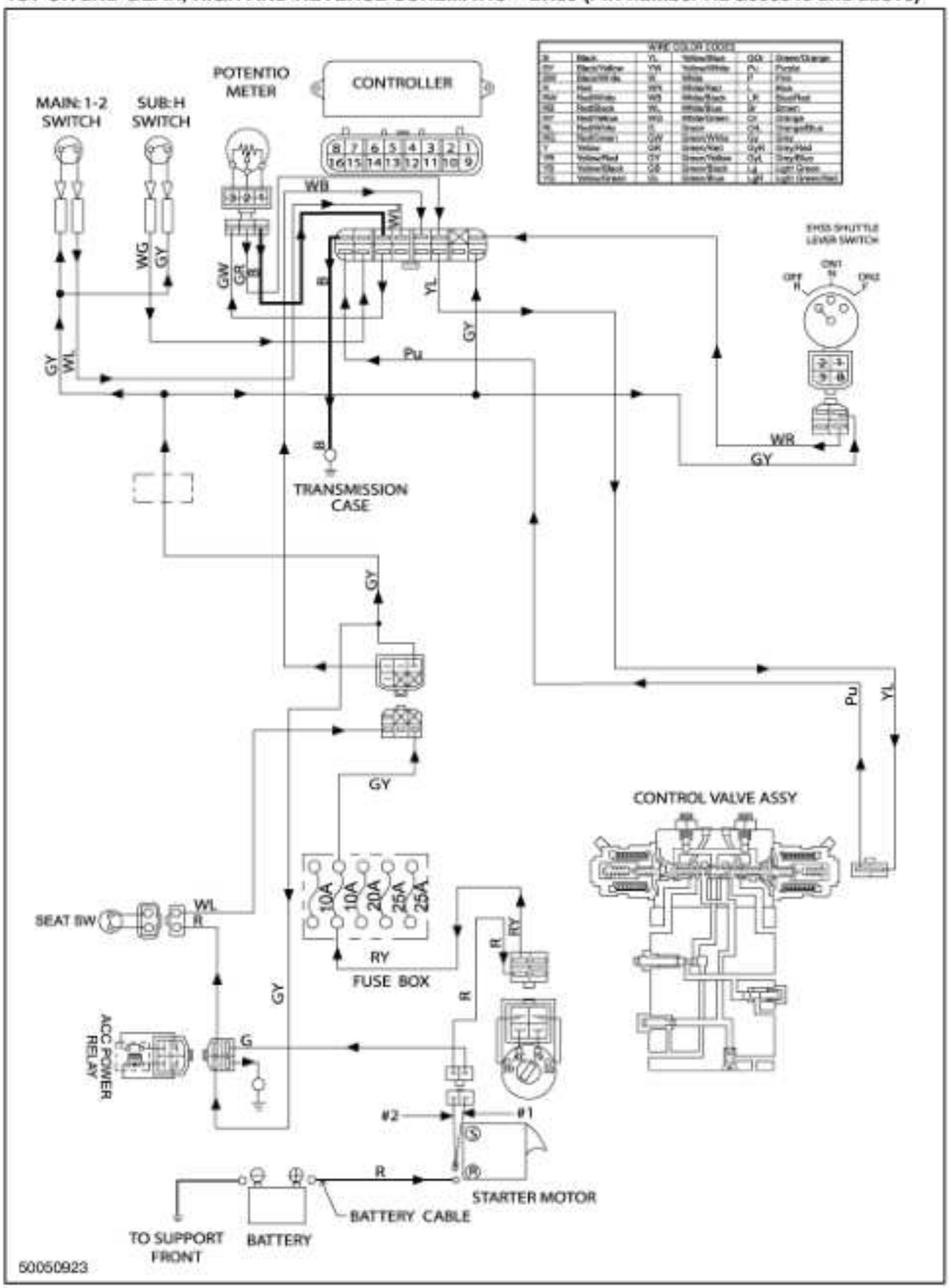
Chapter 1 - Engine Dismantling Sequence

CONTENTS

Section	Description	Page
	Specifications	6
	Metric Bolt Torque Specifications	10
	Special Tools	11
	Compression Test and Tools	12
	Description of Operation – General Information	13
	Troubleshooting	14
	Cylinder Head and Valve Train Components	18
	Cylinder Block Assembly	18
	Engine	20
	Removal	20
	Installation	21
	Overhaul	22
	Engine	22
	Alternator	22
	Removal	22
	Cooling Fan and Pulley	22
	Removal	22
	Glow Plug and Connector	22
	Removal	22
	Nozzle/Holder	23
	Removal	23
	Fuel Injection Pipe	23
	Removal	23
	Injector	23
	Removal	23
	Water Pump	23
	Removal	23
	Cover/Intake Manifold/Exhaust Manifold	24
	Removal	24
	External Oil Pipe	24
	Removal	24
	Rocker Assembly	25
	Removal	25

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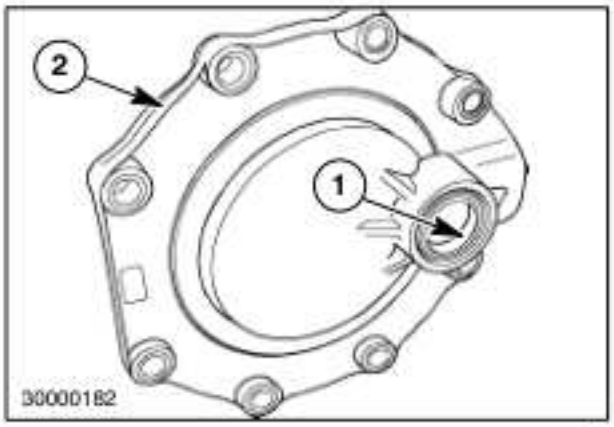
1ST OR 2ND GEAR, HIGH AND REVERSE SCHEMATIC - DX55 (PIN number HDG600346 and above)



302

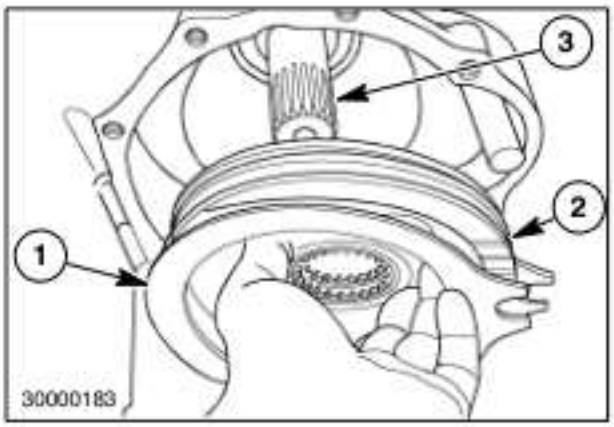
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7. Remove and discard the brake cam oil seal, 1, from the brake cover, 2.



11

8. Remove the stators, 1, and the brake discs, 2, from the final pinion shaft, 3.



12

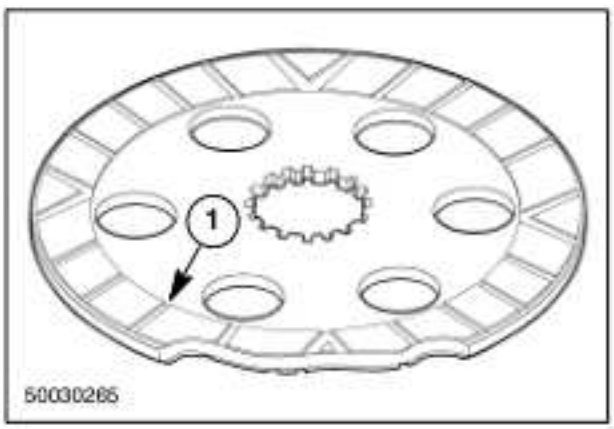
Inspection

NOTE: *See "SPECIFICATIONS" for wear values. If proper measuring equipment is not available, replace the brake discs as a set, when the grooves in the disc lining are no longer visible.*

1. Clean all parts with a suitable brake cleaner and allow to air dry.
2. Inspect the brake discs for excess wear or damage. Replace discs if the lining groove depth, 1, is not within the allowable limit, 0.05 mm (0.002 in.) allowable, 0.3 mm (0.012 in.) normal.

NOTE: *If replacing the brake discs, soak the new discs in clean hydraulic oil before installing them.*

3. Inspect the stators for excessive wear or damage. Replace stators that differ in measurement by 0.1 mm (0.004 in.) or more.
4. Inspect the brake cam, steel balls, and the springs for excessive wear or damage. Replace as necessary.
5. Inspect the brake cover for damage or cracks. Repair or replace as necessary.
6. Inspect the brake cover gasket. If damaged, remove all of the remaining gasket material from the surfaces of the differential housing and the brake cover. Clean both surfaces with a suitable solvent and allow to air dry. Apply a a thin bead of silicone-based gasket adhesive to the differential housing and carefully place a new gasket in position.

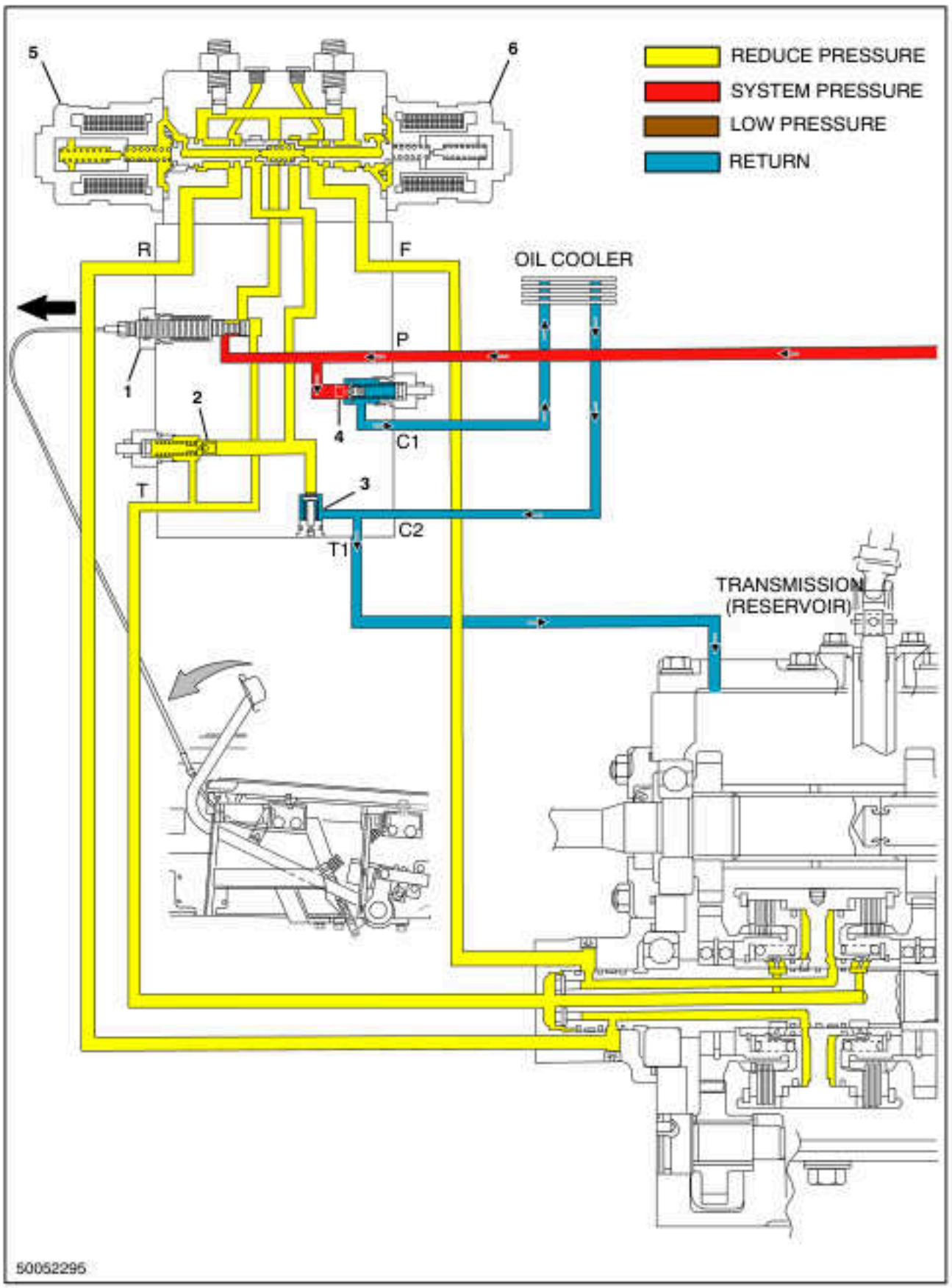


13

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TROUBLESHOOTING PARK BRAKE INDICATOR LIGHT CIRCUIT		
PROBLEM	**POSSIBLE CAUSE**	**CORRECTION**
Inoperative Indicator Light	Defective indicator bulb	Replace bulb if necessary
	Blown 10 or 25-amp fuse	Inspect and replace fuses as necessary
	Defective park brake safety switch	Test switch, replace as necessary
	Malfunctioning safety controller	Test controller, replace as necessary
	Improper ground circuit	Check ground circuit connector for corrosion
Indicator light remains illuminated	Wire coming from terminal "H" of instrument panel shorted to ground	Check wire routing and wire for damage, repair as necessary
	Malfunction safety controller	Test controller, replace as necessary
	Park brake safety switch stuck in closed position	Test switch, replace as necessary

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25

Control Valve - Oil Flow - Reverse Position - Inching Pedal Full Depressed Position

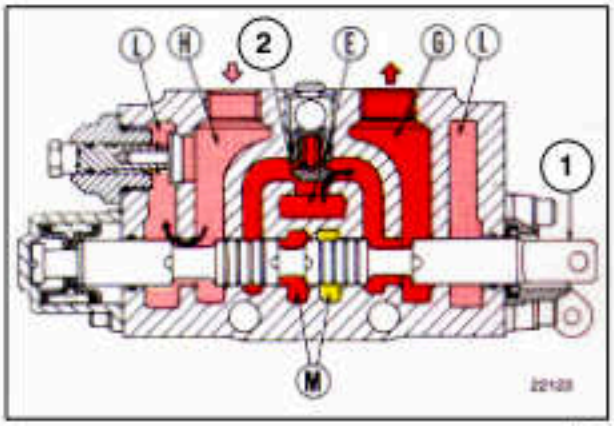
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DOUBLE-ACTING, THREE POSITION, SINGLE SPOOL REAR REMOTE VALVE (W/O KICK-OUT OR FLOAT)

Lift

Movement of the control lever rearward transmits to the auxiliary control valve spool, 1, via mechanical linkage. The position of the spool allows oil from the upper chamber of the lift cylinder to enter port (H) and exhaust through port (L). The pressure in port (E) exits through port (G) by way of the check valve, 2, to the lower chamber of the lift cylinder.

Keeping the control lever pulled back extends the cylinder through a full stroke. On releasing the lever, the spool return spring automatically returns the spool to the neutral position, which allows all oil from the pump to flow through port (M) and on to the lift control valve.

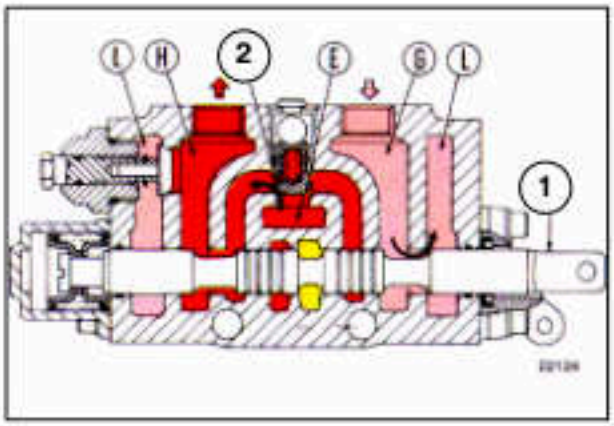


107

Lower

Movement of the control lever forward transmits to the auxiliary control valve spool, 1, via mechanical linkage. The position of the spool allows oil from the upper chamber of the lift cylinder to enter port (G) and exhaust through port (L). The pressure in port (E) exits through port (H) by way of the check valve, 2, to the upper chamber of the lift cylinder.

Keeping the control lever pushed forward retracts the cylinder through a full stroke. On releasing the lever, the spool return spring automatically returns the spool to the neutral position, which allows all oil from the pump to flow through port (M) and on to the lift control valve.



108

Pressurised oil

Oil in suction, delivery or exhaust

Static oil

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