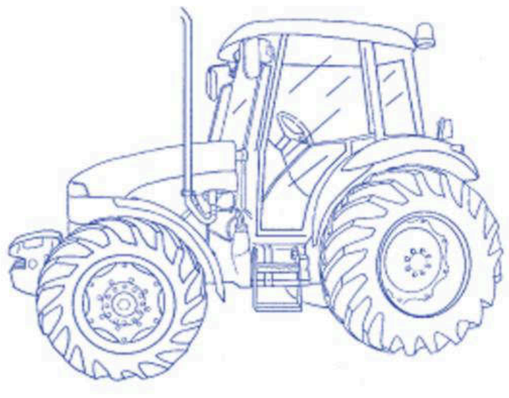


NEW HOLLAND

REPAIR MANUAL

TC75
TC95
TC95D High Clearance Tractors

NEW HOLLAND AGRICULTURE

SERVICE

87572972

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TD75D, TD95D, TD95D HIGH CLEARANCE REPAIR MANUAL COMPLETE CONTENTS

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The following pages are the collation of the contents pages from each section and chapter of the TD75D, TD95D, and TD95D High Clearance Repair manual. Complete Repair part # 87572972.

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 TD75D, TD95D, and TD95D High Clearance Tractors.

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SECTION 00 - GENERAL

BOOK 1 - 87572973

Chapter 1 - General

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SECTION 10 - ENGINE

BOOK 1 - 87572973

Chapter 1 - Engine

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ENGINE TROUBLESHOOTING

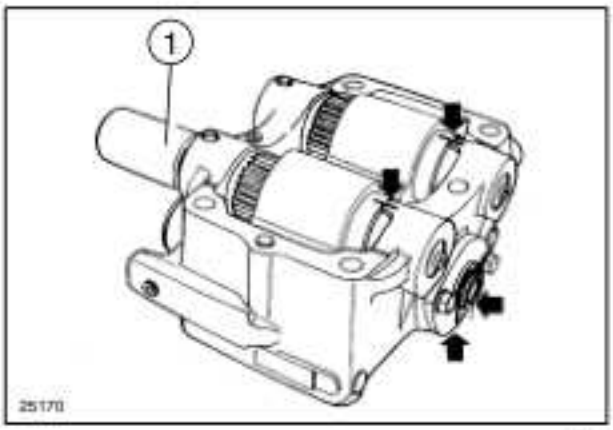
Problem	Possible Cause	Remedy
Engine produces excessive black or dark gray smoke.	Maximum delivery of injection pump too high.	Adjust injection pump on test bench to the values specified in Chapter 4, this section.
	Injection pump delivery excessively retarded or automatic advance regulator damaged.	Adjust injection pump / engine timing or check automatic advance regulator.
	Injection pump delivery excessively advanced.	Adjust injection pump / engine timing.
	Injectors partially or totally obstructed or incorrectly adjusted.	Clean and overhaul injectors and adjust pressure setting; replace if necessary.
	Air filter clogged.	Clean air filter unit and replace element if necessary.
	Loss of engine compression due to: - piston rings sticking; - cylinder wear; - worn or incorrectly adjusted valves.	Replace damaged parts or, if necessary, recondition engine.
	Damaged high-pressure fuel lines.	Inspect and replace if necessary.
Blue, gray-blue or gray-white smoke.	Injection pump delivery excessively retarded or automatic advance regulator damaged.	Adjust injection pump / engine timing or check automatic advance regulator.
	Injectors obstructed or damaged.	Clean and overhaul injectors and adjust pressure setting; replace if necessary.
	Oil leaking past piston rings due to sticking rings or cylinder wear.	Replace damaged parts or, if necessary, recondition engine.
	Oil leaking through the intake valve guides due to guide or valve stem wear.	Recondition cylinder head.
	Engine does not reach correct operating temperature (thermostat faulty).	Replace thermostat.
Engine runs on after switching off.	Engine stop solenoid damaged.	Replace solenoid.
	All-speed governor damaged.	Recondition injection pump and adjust on test bench to values specified in Chapter 4, this section.

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Counter-Rotating Balancer

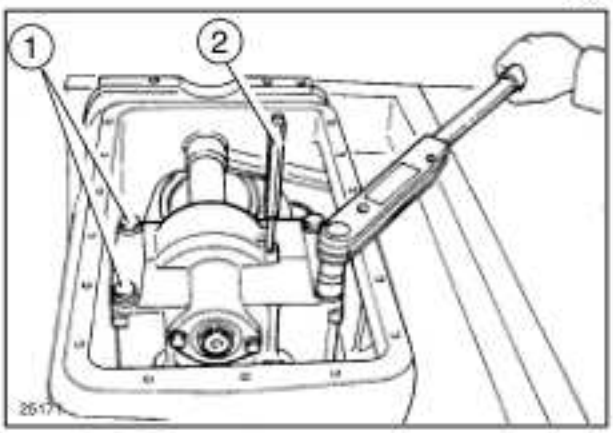
When installing the counterrotating weight box, synchronize as follows:

1. Bring piston no. 1 to TDC.
2. Position the rotating counterweights to align the timing reference marks as shown in figure127.



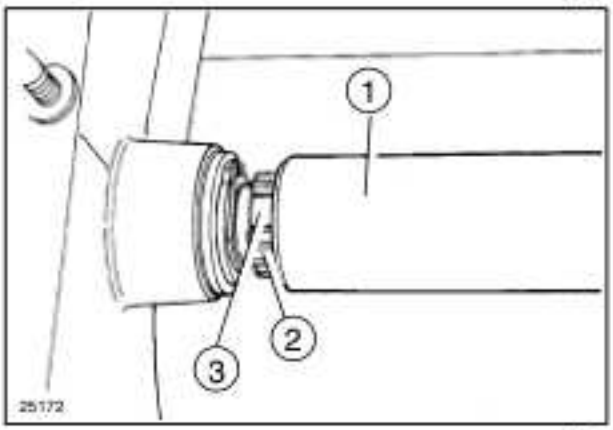
127

3. Turn the rotating counterweight unit over and insert the locating pin (2) in the hole. The pin serves to hold the counterweights in the correct timing position during installation of the unit.
4. Using the hoist and a lifting chain, lower the counterweight unit in the seat in the sump.



128

5. Slide the coupling sleeve (1) over the splines of the counterweight drive gear as shown in figure 127.
6. Slide the other end of the coupling sleeve (1) over the splined shaft of the counterweight drive gear (2), until the master spline in the sleeve coincides with the master spline on the shaft (3), as shown in figure 129.
7. Tighten the dynamic balancer housing retaining bolts (1) fig. 128 to a torque of 110 N·m (81 ft.-lb.).



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Operator's Presence Circuit

2 – Key switch

5 – Fuse box
- a – fuse # 9, 15A
- b – fuse # 6, 20A

11 – Battery

29 – Park brake indicator switch

35 – Maxi Fuse – 40A

51 – Operator's presence switch

52 – Operator's presence control module
- 1 – +12V power supply
- 2 – Park brake circuit
- 3 – Operator's presence circuit
- 4 – +12V power supply
- 5 – Ground
- 6 – Keyed +12V
- 7 – PTO circuit
- 8 – Not used

53 – PTO switch

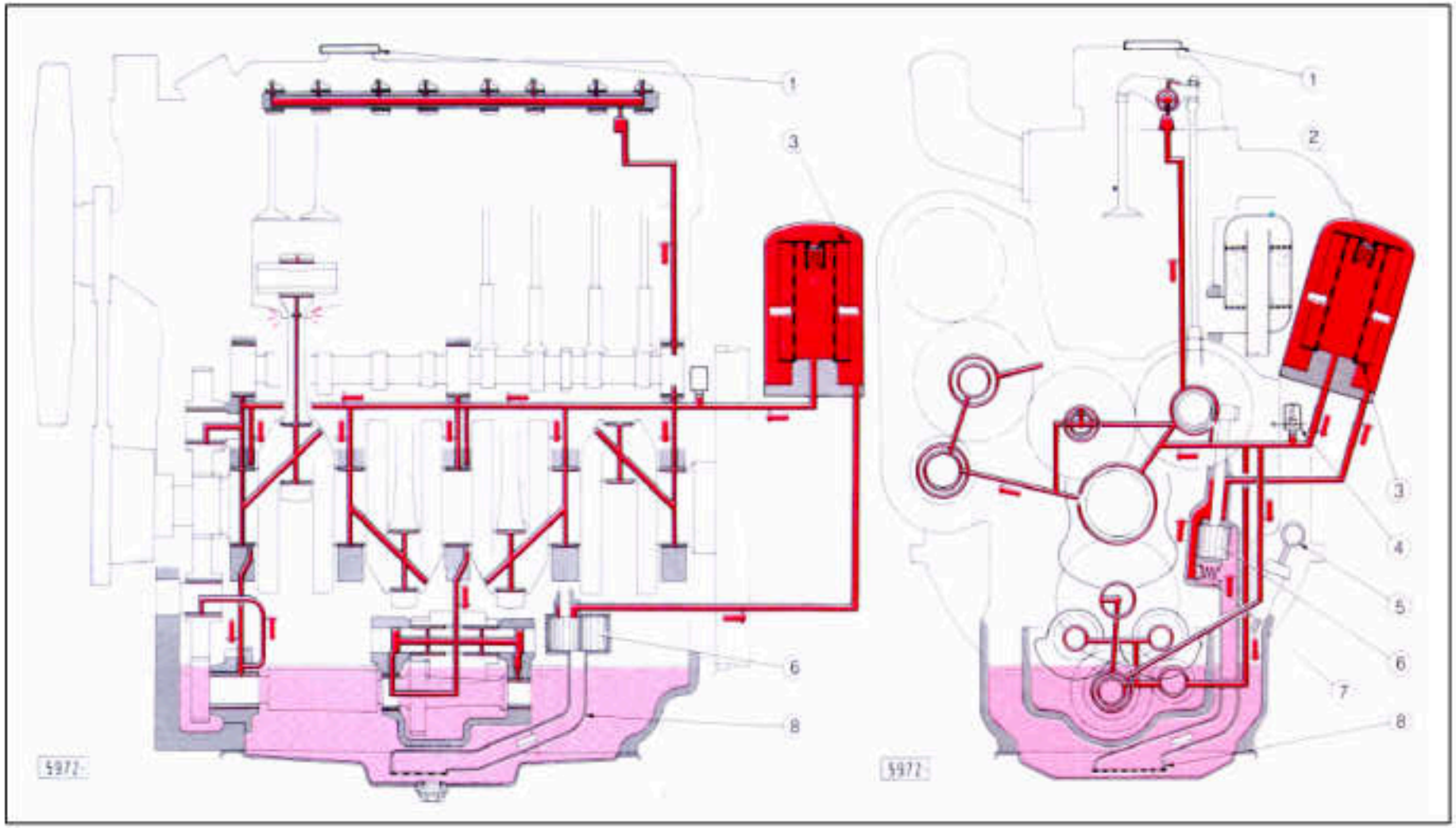
Ign. Switch continuity Chart

Pos.	58/57	57	30	15/54	50
PARK		o—o			
OFF	o—o				
RUN	o—o		o—o		
START	o—o		o		o

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SECTIONAL VIEWS



Engine lubrication system (nonturbo engine shown) 1

1. Filler Cap
2. Safety Valve
3. Filter
4. Low Oil Pressure Warning Light
5. Dipstick
6. Oil Pump
7. Oil Pressure Relief Valve
8. Screen Filter on Supply Line

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OPERATION

Steering Right

When the steering wheel is turned in a clockwise direction, the springs deform, allowing the valve to rotate in relation to the sleeve.

Under these conditions the following occurs:

- The internal passages on parts, which were previously communicating in the neutral phase, become misaligned and the oil outflow is interrupted.
- The alignment with the same number of ducts, that are connected with the compartments on the rotor in the pump suction phase and in the delivery phase of the steering cylinders, allow turning to the right.

Steering Left

When the steering wheel is turned counterclockwise, the internal grooves on parts and the delivery to the steering cylinder are inverted, allowing turning to the left.

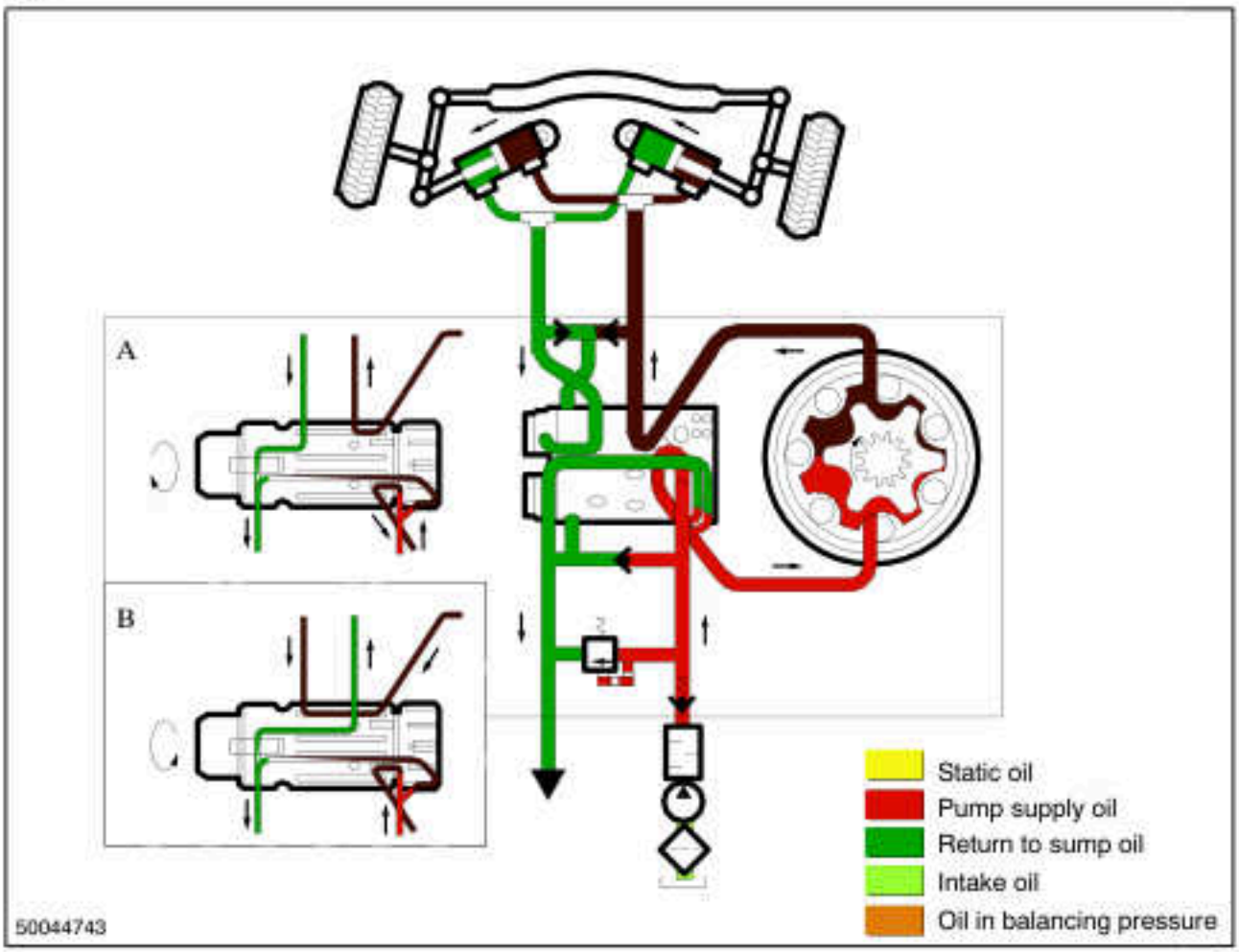
Manual Steering to Right

In the event of power steering pump failure or insufficient oil pressure, turning is possible manually.

When the steering wheel is turned in a clockwise direction, the power steering control valve internal rotor operates as a hand pump, directing the oil to the rod side of the cylinders, allowing manual turning to the right.

Manual Steering to Left

When the steering wheel is turned counterclockwise, the internal power steering control valve rotor operates as a hand pump (as previously described), directing the oil to the cylinder piston side, allowing manual turning to the left.



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Hydrostatic Power Steering Oil Flow (Turning) (Models with FWD Shown - Similar on 2WD)

A. Right-hand turn

B. Left-hand turn

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