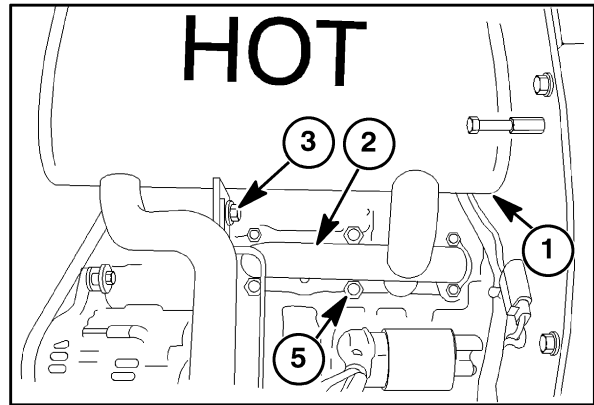

T2210, T2220 - BOOMER 2030, BOOMER 2035 REPAIR MANUAL COMPLETE CONTENTS

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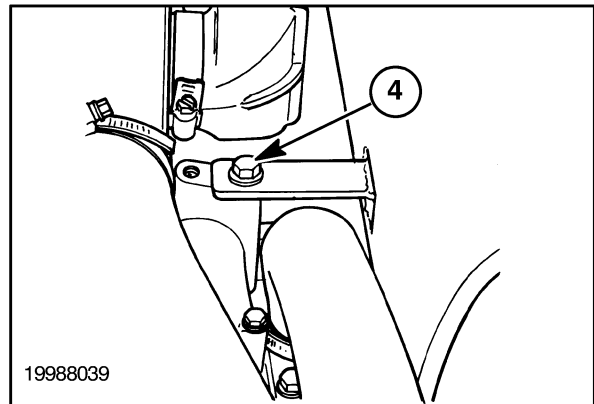
The following pages are the collation of the contents pages from each section and chapter of the T2210, T2220 - Boomer 2030, Boomer 2035 Repair manual. Complete Repair part # 84122964.

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.

- Remove the exhaust muffler, 1, and manifold assembly, 2. Loosen bolt, 3, and bolt, 4, Figure 8, to remove exhaust muffler. Loosen six bolts, 5, to remove exhaust manifold.



7

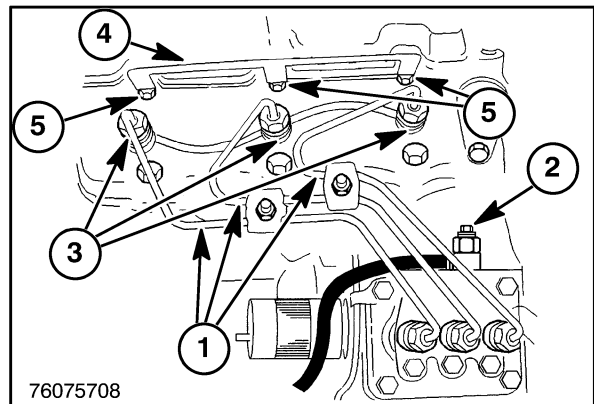


8

FUEL INJECTOR AND GLOW PLUG

Removal

- Clean all dirt and oil from the injectors and surrounding areas.
- Disconnect the fuel lines, 1, from the injectors and cap all openings.
- Remove the injector fuel leak-off line, 2.
- Remove the injector assemblies, 3.
- Remove the glow plug bus connector, 4, and remove the glow plugs, 5.



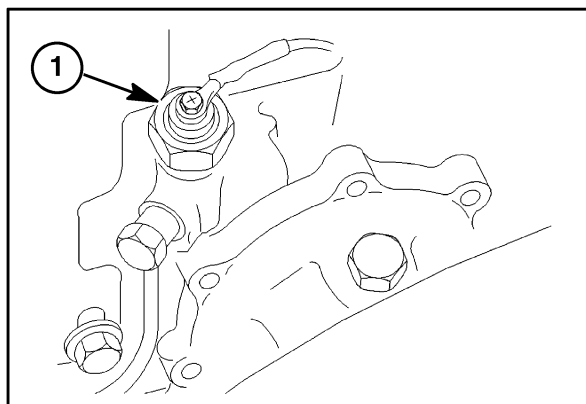
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9

OIL PRESSURE SWITCH

Removal

Remove the oil pressure switch, 1.

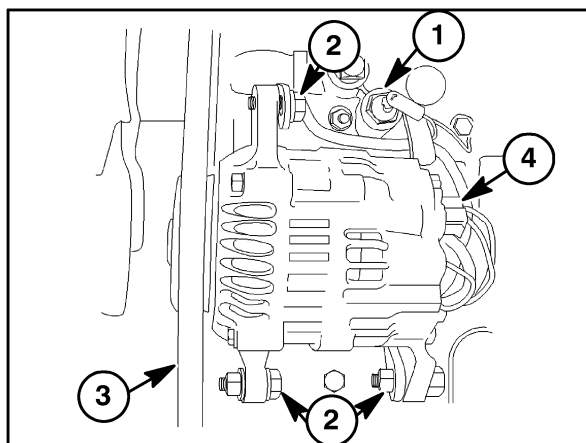


10

TEMPERATURE SENDING SWITCH AND ALTERNATOR

Removal

1. Remove the temperature sending switch, 1, from the front of the cylinder head.
2. Loosen the alternator mounting bolts, 2, and remove the V-belt, 3, from the drive pulley.
3. Disconnect the alternator wires from the back of alternator, 4.
4. Remove the alternator mounting bolts, 2, and remove the alternator.

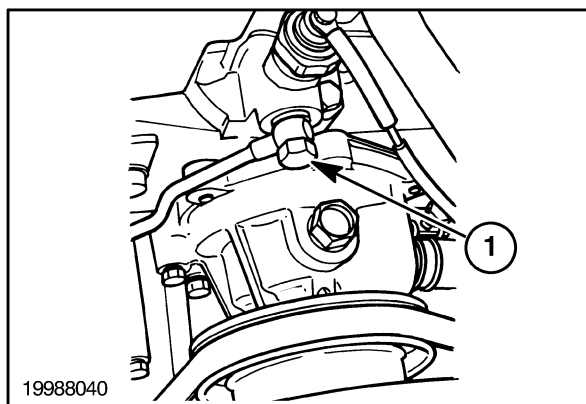


11

FAN, WATER PUMP AND EXTERNAL OIL TUBE

Removal

1. Remove the fan and water pump assembly. See "Fan Removal" and "Water Pump Removal" discussed later in this section.
2. Remove the external oil transfer tube banjo bolt, 1, from the front of the cylinder head.



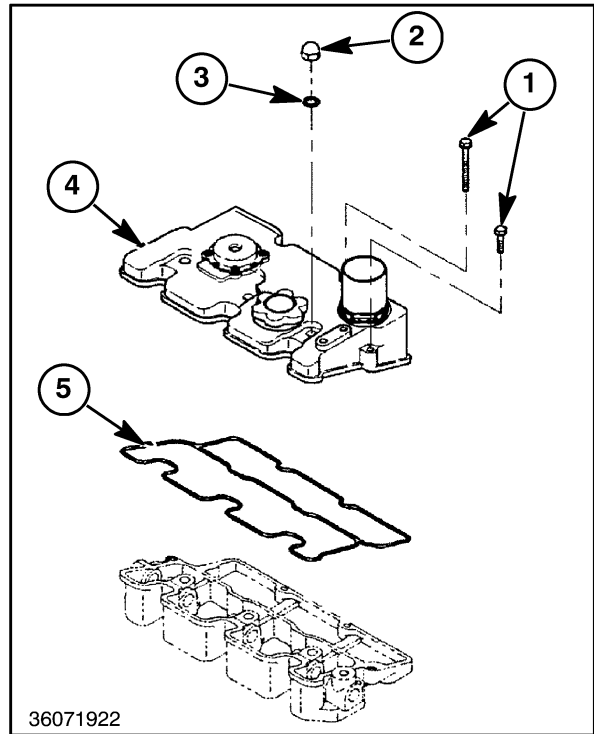
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12

HEAD COVER

Removal

Remove the retaining bolts, 1, cap nuts, 2, and seal washers, 3. Remove the head cover, 4, with gasket, 5.



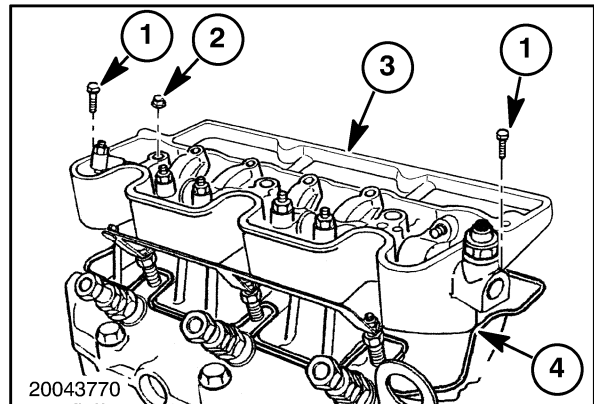
13

ROCKER ARM SHAFT AND SUPPORT BRACKET

Removal

Remove the bolts, 1, and nuts, 2. Remove the rocker arm shaft and support bracket as an assembly, 3, and gasket, 4.

NOTE: Alternately loosen the rocker support bolts a turn at a time to prevent distorting the rocker shaft.



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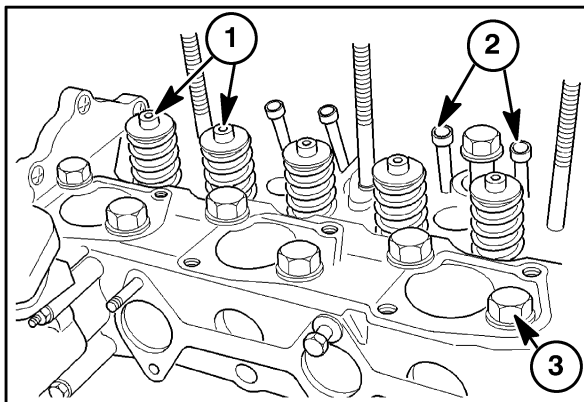
CYLINDER HEAD

Removal

1. Remove the valve stem caps, 1, and push rods, 2.

NOTE: Keep all valve components in separately marked containers for re-assembly in their original location.

2. To remove the cylinder head, remove the cylinder head bolts, 3, by alternately loosening a half turn at a time to prevent warping the head.

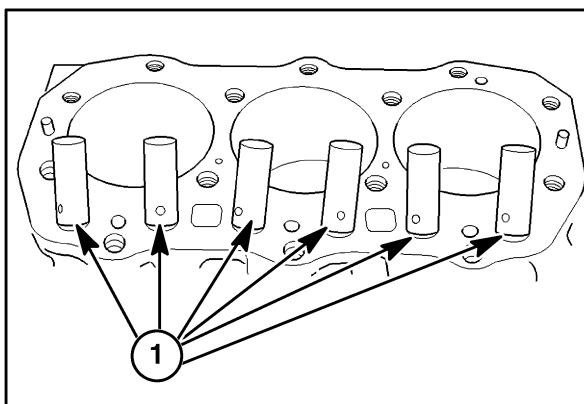


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VALVE TAPPET

Removal

Remove the valve tappets, 1, from the machined bore in the cylinder block.

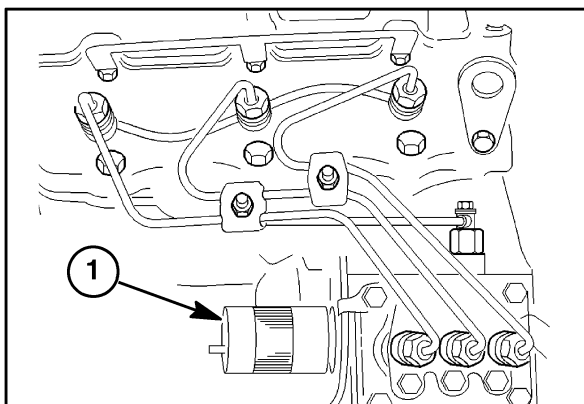


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FUEL SHUTOFF SOLENOID

Removal

Remove the wire connector and unscrew the fuel shutoff solenoid, 1.

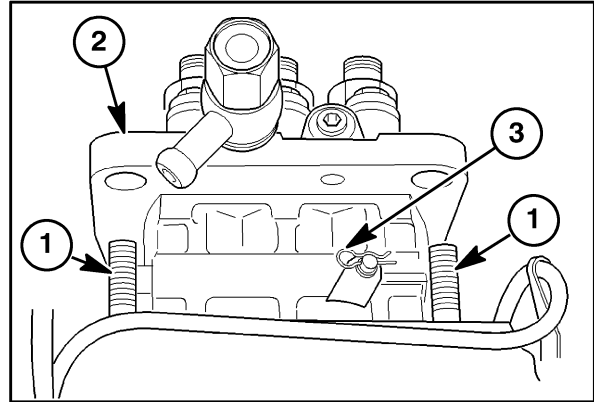


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TIMING GEAR COVER

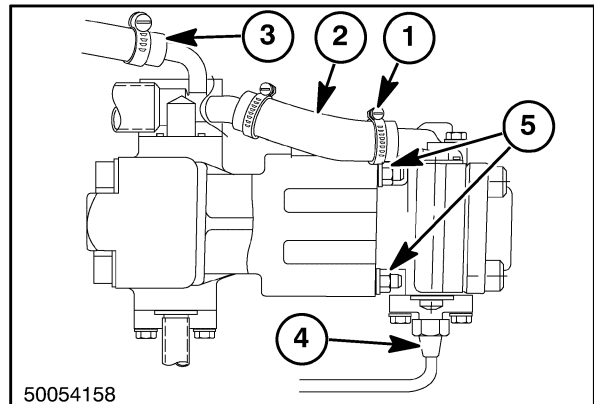
Removal

1. Drain the engine crankcase oil.
2. Remove the crankshaft pulley.
3. Remove fuel shut off solenoid from engine block.
4. Loosen the four injection pump retaining nuts from mounting studs, 1, and raise the injection pump, 2, enough to remove the spring pin, 3, and separate the governor link from the control rack. Remove the injection pump.



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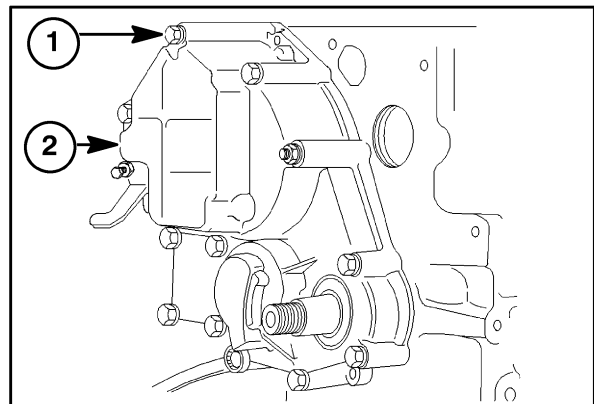
5. Loosen the hose clamp, 1, on the suction hose, 2, and remove the return hose from the power steering unit, 3.
6. Remove the pressure tube, 4, from the bottom of the steering pump.
7. Remove the through bolts, 5, and remove the steering pump from the front cover. Cap the lines and pump openings.



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8. Remove the retaining bolts, 1, and lift the cover, 2, off the locating dowels.

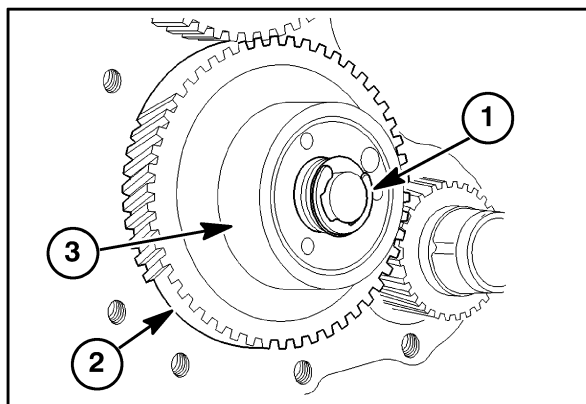


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TIMING GEARS AND CAMSHAFT

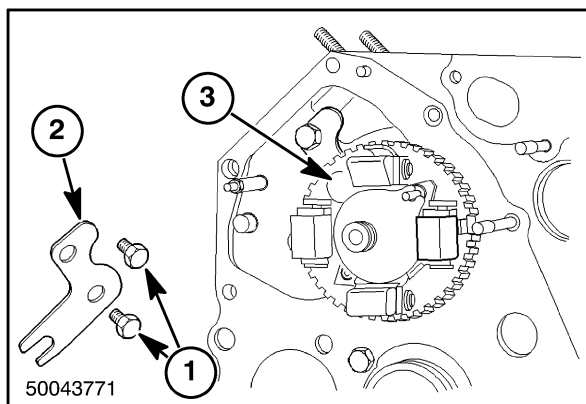
Removal

1. Remove retaining ring, 1, idler gear, 2, and oil pump assembly, 3.



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2. Remove the two bolts, 1, securing the keeper plate, 2. One must be accessed using the access hole, 3, in the cam gear.
3. Slide the camshaft and gear out of the camshaft bore.

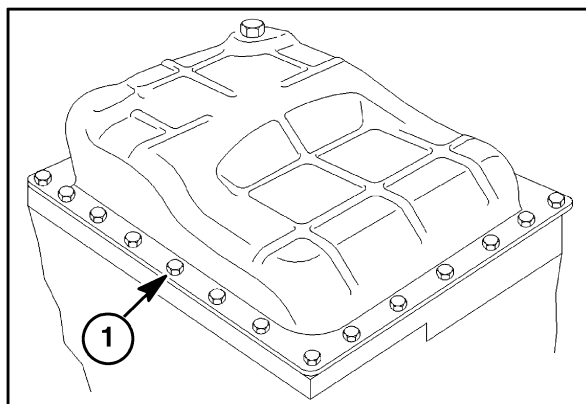


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OIL SUMP

Removal

1. Remove the oil sump retainer bolts, 1.
2. Remove the oil sump and discard gasket.

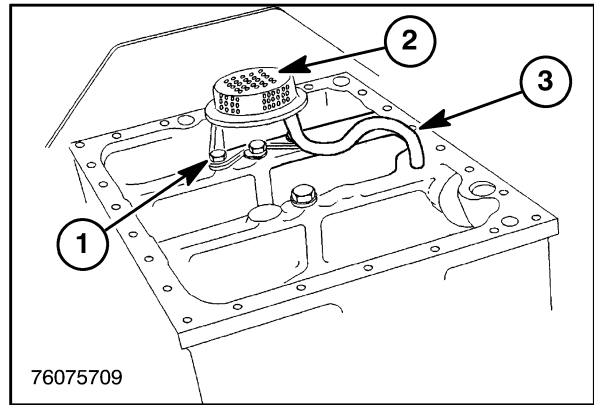


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OIL SUCTION PIPE AND STRAINER

Removal

1. Remove the two retaining bolts, 1.
2. Remove the oil strainer, 2, and rotate the oil suction pipe, 3, out of its bore. Remove from the front side of the block.

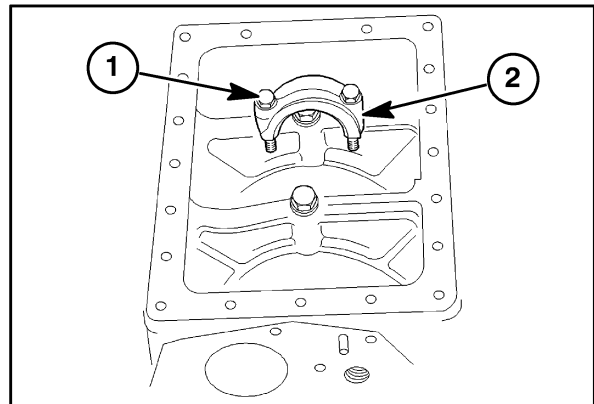


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CONNECTING RODS, BEARINGS, PISTONS AND RINGS

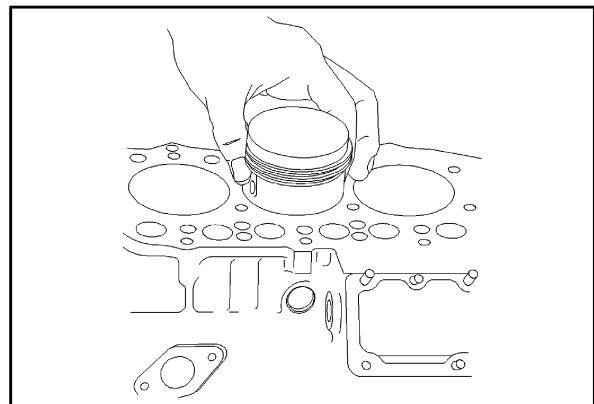
Removal

1. Remove the two bolts, 1, retaining the connecting rod caps, 2.
2. Remove the connecting rod caps and lower half of connecting rod bearing.
3. If necessary, remove any burrs from the top of the cylinder bores using a suitable reamer.



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4. Push the piston and connecting rod out of the cylinder block.
5. Replace the connecting rod cap to the piston assembly it was removed from. Keep together in cylinder sequence.

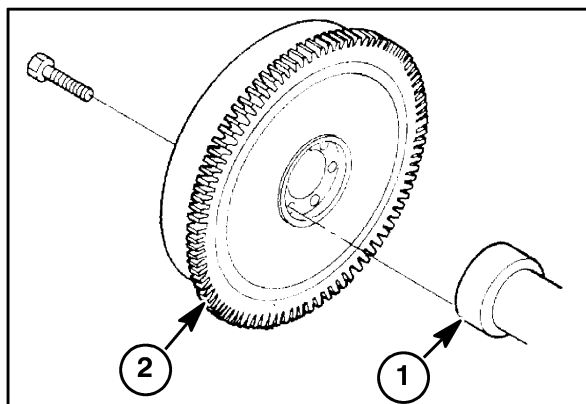


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FLYWHEEL

Removal

1. Loosen the flywheel retaining bolts.
2. Using a brass drift and hammer, tap the end of the crankshaft, 1, to loosen the flywheel, 2, from the shaft.

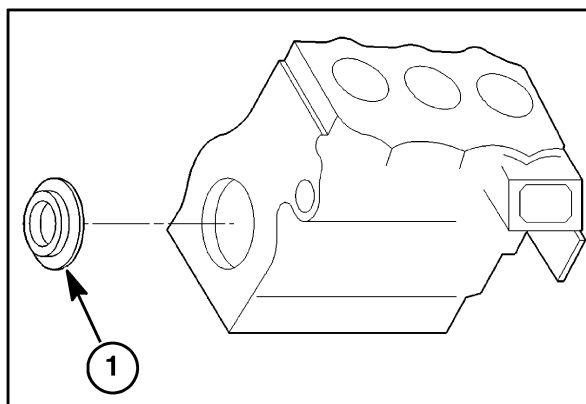


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BACKPLATE AND OIL SEAL

Removal

1. Remove the backplate retaining bolts and remove the backplate.
2. Remove the rear oil seal, 1.



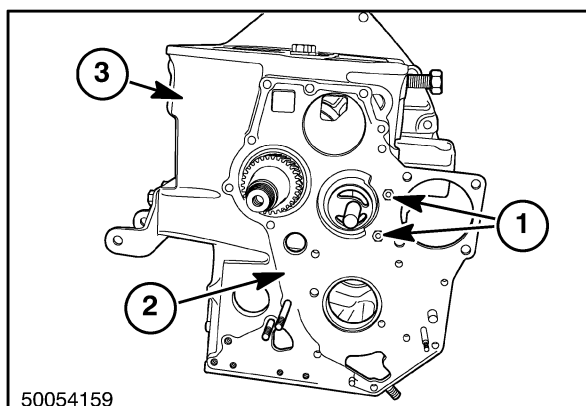
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FRONT CRANKSHAFT GEAR

NOTE: The crankshaft gear does not need to be removed to pull crankshaft from engine block. Only remove the gear if there are signs of wear or damage. Replace if any defects are found.

Removal

1. Remove two bolts, 1, front plate, 2, and gasket from the engine block, 3.



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