



Splitting the tractor

2C01.3

- *8. Disconnect the following harnesses:
 - the temperature probe Dynashift,
 - the hare / Tortoise solenoid valve switch,
 - the earth wire,
 - the solenoid valves on the Dynashift distribution unit,
 - the radar harness (Datatronic).
- *9. Remove the two bolts **(1)** from the front shock absorbers on the right-hand and left-hand cab supports (Fig. 2). Raise the cab and fit wedges.
10. Disconnect the power take-off clutch lubricating tube above the rear axle housing.
11. Detach the control cable from the handbrake. Remove the lever **F** and unscrew the control pin **(25)** (see section 5 H01).
12. Hold the pin with a pin wrench.
- *13. Position a trolley jack under the gearbox.
- *14. Place a stand at the front end of the rear axle housing.
15. If the cab is integral with the gearbox, position a stand under the gearbox and a trolley jack under the hitch hook.
Note: Do not remove the draw-bars, in order to ensure the stability of the rear axle housing.
16. Remove the bolts attaching the gearbox to the rear axle.
Note: On tractors equipped with the closed centre system it could be necessary to remove the variable displacement pump to gain access to the bolts. See section 9 F01 § D.
17. Separate the gearbox from the rear axle. If necessary, remove the PTO shaft.

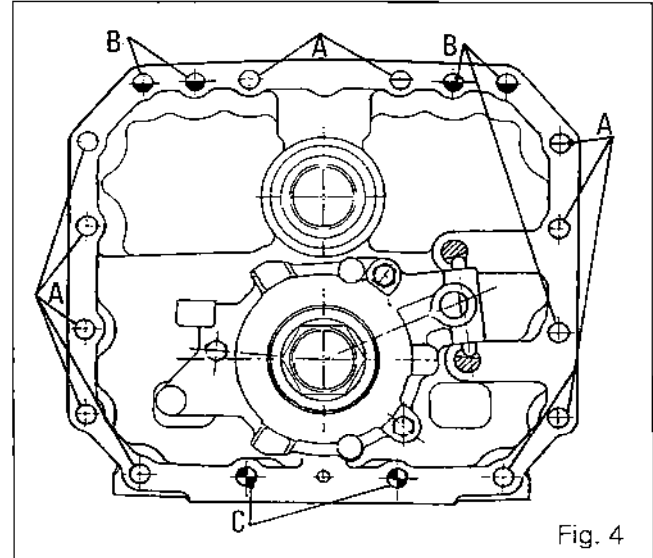


Fig. 4

C . Recoupling

18. Clean the mating faces on the gearbox and the rear axle housing.
19. Check that the dowel pins are tightened and that the locating pin is fitted on the housing.
20. Apply Loctite 510 sealing compound or equivalent on the mating face of the rear axle housing.
21. Check that the PTO shaft is fitted, recouple the tractor between the gearbox and the rear axle.
22. Carry out operation 16 in reverse order. Tighten the bolts and nuts to the torque values specified in Fig. 3 and 4.
23. Screw in and lock the pin **(25)**. Position the lever **F** and reconnect the control cable (see section 5 H01).
24. Reconnect the PTO clutch lubricating tube.
- *25. Lower the cab, ensuring that the balls of the gear lever and reversing lever are correctly positioned. Install the bolts **(1)** in the shock absorbers (Fig. 2) and tighten to a torque of 200 - 270 Nm.



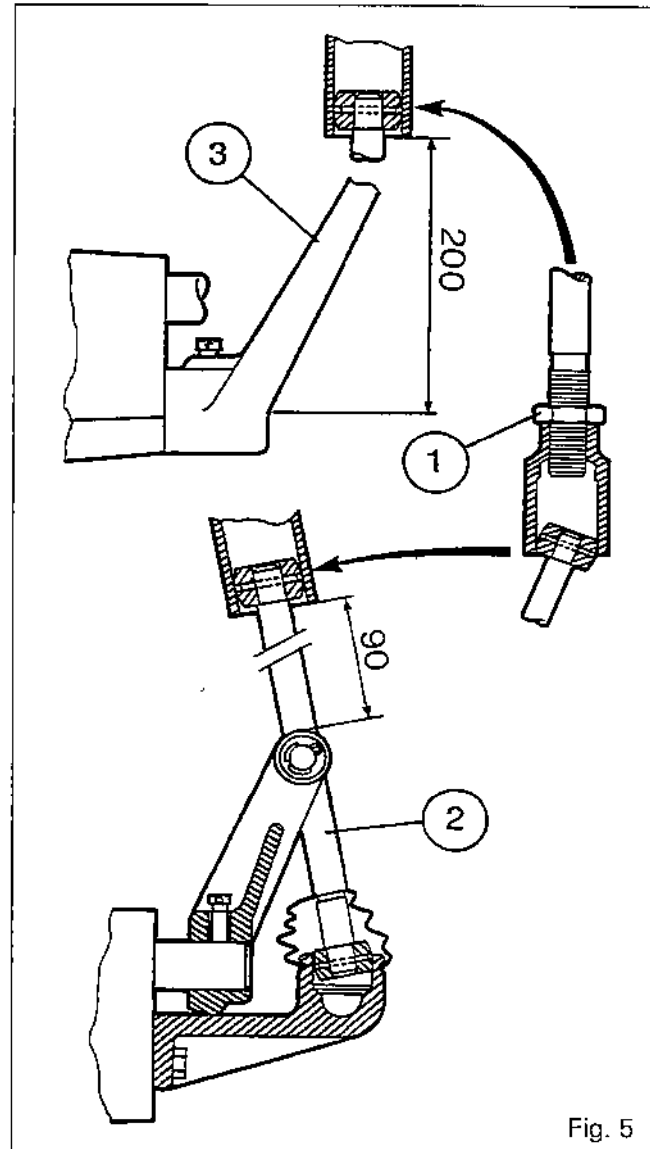
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26. If necessary, adjust the balls of the gear lever (2) and reversing lever (3) in the neutral position as per Fig. 5. Tighten the nuts (1) to a torque of 44 - 55 Nm (Fig. 5).
27. Remove the stands.
- *28. Carry out procedures 4 to 6, section 2 B01, in reverse order.
- *29. Top up the radiator.
30. Carry out procedures 2 to 5 in reverse order.
31. Reconnect the batteries, refit the exhaust pipe. Start the engine.
- *32. Check the accelerator control setting.
33. Bleed the brake and clutch systems (see sections 9 G01 and 4 A01).
34. Check :
 - for leaks on the mating face between the gearbox and rear axle and on hydraulic unions,
 - the correct operation of electrical circuits.
35. Reinstall the sheet metal panels.
36. Carry out road test.

D . Final operations

37. Reinstall the additional fuel tank (if fitted).





Splitting the tractor

2D01.1

2 D01 Chassis reinforcement

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2D01.2



Splitting the tractor

A. General

The chassis reinforcement, fitted on 8140 (as option) - 8150 and 8160 2WD and 4WD tractors, consists of two crossbeams attached on either side of the tractor.

These crossbeams are secured:

- at the front, by the bolts attaching the spacer onto the lower engine casing,
- at the rear, onto the 4WD housing located under the central casing.

Note : 2 WD tractors are equipped with an empty housing (10).

The adjusting screw (6) located at the rear end of the crossbeam and tightened to 100 Nm exerts pressure on the central casing via spacer (5). This screw is, itself, locked with screw (7).

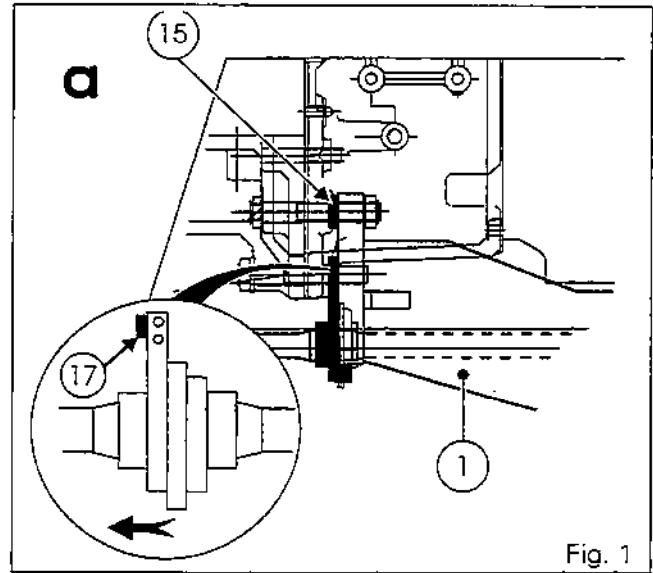


Fig. 1

B. Types of installation

Installation a (Fig. 1) - 4WD tractors

- (15) Spacers welded onto crossbeams (1)
- (17) Shim welded onto drive shaft support

Installation b (Fig. 2) - 2WD tractors

- (15) Spacers welded onto crossbeams (1)
- (16) Spacers to be fitted

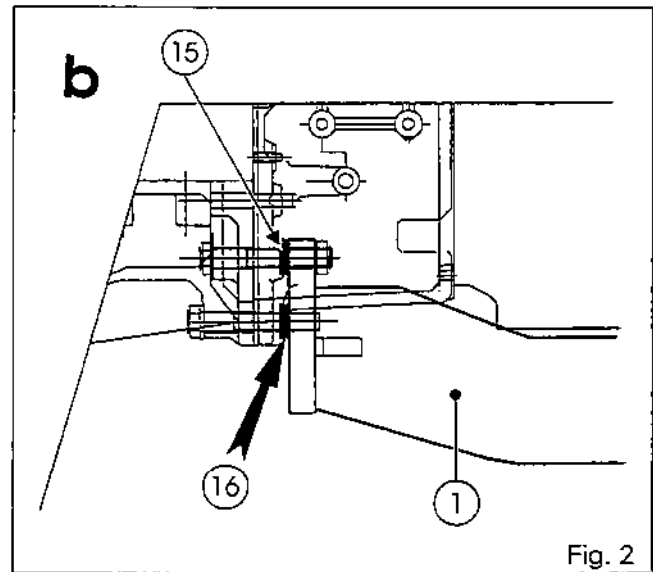


Fig. 2

C. Fitting and adjustment

For fitting and tightening torques, see Fig. 3.

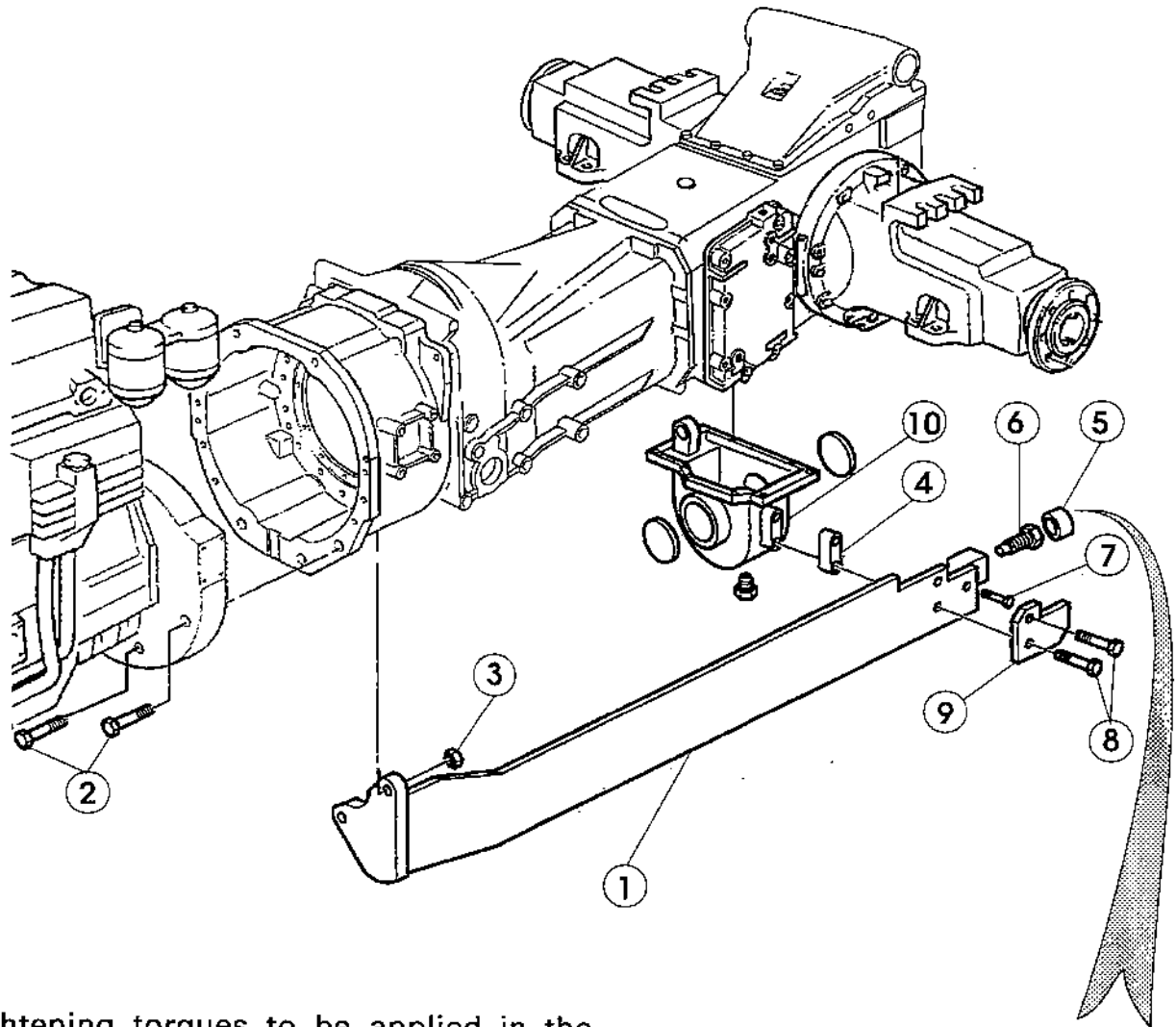
- Proceed with the preliminary assembly on the tractor of the crossbeams (1), plates (9), bolts and shims (17) or spacer (16) according to the applicable type of installation.
- Apply Loctite 270 on bolts (2) and nut (3). Tighten the bolts and the nut to the specified torque.
- Temporarily tighten bolts (8) to a torque of 20 Nm.
- Position the adjusting screws (6) in contact with spacers (5) and loosen to a torque of 100 Nm.
- Swing the plates (9). Tighten the locking screws (7), position the plates (9) and finally tighten bolts (8) to the specified torque.



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Exploded view



Tightening torques to be applied in the specified order:

- (2) 600 to 800 Nm - Apply Loctite 270
- (3) 300 to 340 Nm - Apply Loctite 270
- (8) Preliminary tightening to 20 Nm
- (6) In contact with spacer (5), then untighten to 100 Nm
- (7) 42 to 53 Nm
- (8) Tighten to 340 to 450 Nm

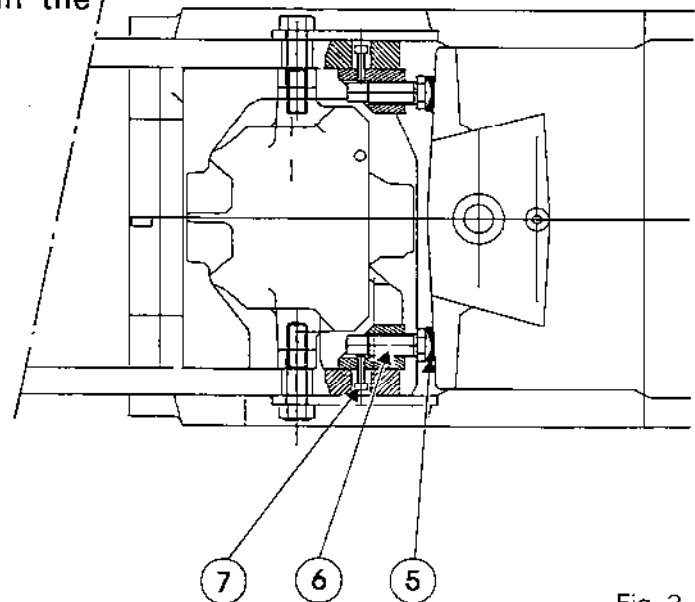


Fig. 3

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