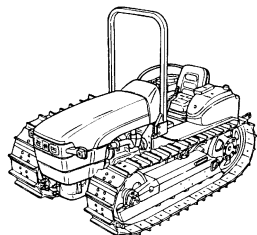
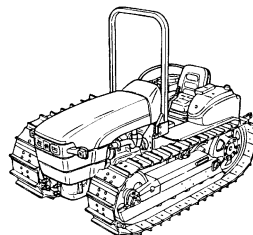


Please cut where indicated and insert the label into the plastic pocket on the spine of the binder.



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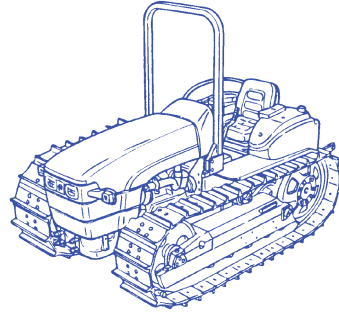
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NEW HOLLAND

TK76

TK85

TK85M

Section 00 - General

Section 10 - Engine

Section 18 - Clutch

Section 21 - Transmissions

**REPAIR
MANUAL**



NEW HOLLAND

SERVICE

TK76, TK85, TK85M REPAIR MANUAL CONTENTS



- SECTION 00 - GENERAL**
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- SECTION 18 - CLUTCH**
- SECTION 21 - TRANSMISSIONS**

- SECTION 27 - REAR MECHANICAL WHEEL DRIVE**
- SECTION 31 - MECHANICAL POWER TAKE-OFF**
- SECTION 33 - BRAKING SYSTEM**
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- SECTION 46 - STEERING CLUTCHES**

- SECTION 48 - SUSPENSION AND TRACKS**
- SECTION 55 - ELECTRICAL SYSTEM**

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 TK Tractors.

GENERAL INSTRUCTIONS**IMPORTANT NOTICE**

All maintenance and repair work described in this manual must be performed exclusively by NEW HOLLAND service technicians, in strict accordance with the instructions given and using any specific tools necessary. Anyone performing the operations described herein without strictly following the instructions is personally responsible for any eventual injury or damage to property.

BATTERY

Before carrying out any kind of service operations, disconnect and isolate the battery negative lead, unless otherwise requested for specific operations (e.g.: operations that require the engine running). Once the specific operation has been completed, disconnect the lead in order to complete the operation.

SHIMMING

For each adjustment operation, select adjusting shims and measure individually using a micrometer, then add up the recorder values. Do not rely on measuring the entire shimming set, which may be incorrect, or the rated value indicated for each on shim.

ROTATING SHAFT SEALS

For correct rotating shaft seal installation, proceed as follows:

- before assembly, allow the seal to soak in the oil it will be sealing for at least thirty minutes;
- thoroughly clean the shaft and check that the working surface on the shaft is not damaged;
- position the sealing lip facing the fluid; with hydrodynamic lips, take into consideration the shaft rotation direction and position the grooves so that they will deviate the fluid towards the inner side of the seal;
- coat the sealing lip with a thin layer of lubricant (use oil rather than grease) and fill the gap between the sealing lip and the dust lip on double lip seals with grease;
- insert the seal in its seat and press down using a flat punch; do not tap the seal with a hammer or mallet;
- whilst inserting the seal, check that the it is perpendicular to the seat; once settled, make sure that it makes contact with the thrust element, if required;
- to prevent damaging the seal lip on the shaft, position a protective guard during installation operations.

O-RING "SEALS"

Lubricate the O-RING seals before inserting them in the seats, this will prevent them from overturning and twisting, which would jeopardise sealing efficiency.

SEALING COMPOUNDS

Apply one of the following sealing compounds on the mating surfaces marked with an X: RTV SILMATE, RHO-DORSIL CAF 1 or LOCTITE 510 or SILASTIC AP black.

Before applying the sealing compound, prepare the surfaces as follows:

- remove any incrustations using a wire brush;
- thoroughly de-grease the surfaces using one of the following cleaning agents: trichlorethylene, petrol or a water and soda solution.

BEARINGS

When installing bearings it is advised to:

- heat the bearings to 80 to 90 °C (176 to 194 °F) before fitting on the shafts;
- allow the bearings to cool before installing them from the outside.

SPRING PINS

When fitting split socket elastic pins, ensure that the pin notch is positioned in the direction of the force required to stress the pin.

Spiral spring pins do not require special positioning.

FRONT SEALS

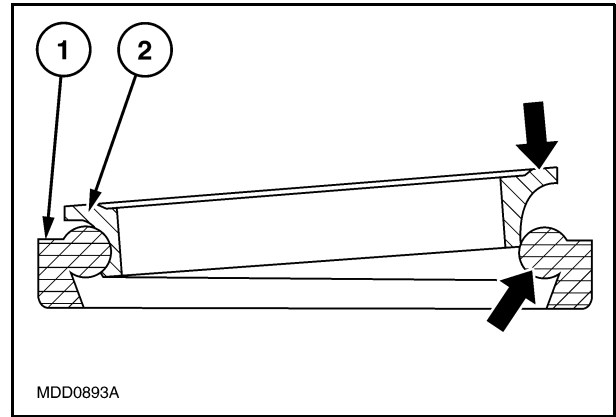
Carefully check the metal rings, making sure that the sealing surfaces show no signs of scoring, dents or wear caused by ring pair misalignment or surface flatness errors.

Even if only one of the rings is faulty, change the entire seal.

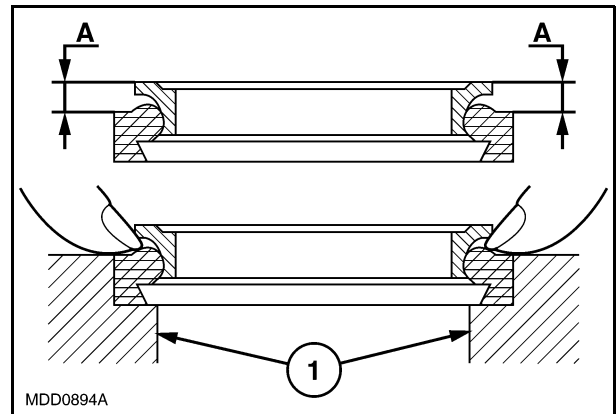
Never pair a used ring with a new one or use different pairs of rings.

To fit the seals, proceed as follows.

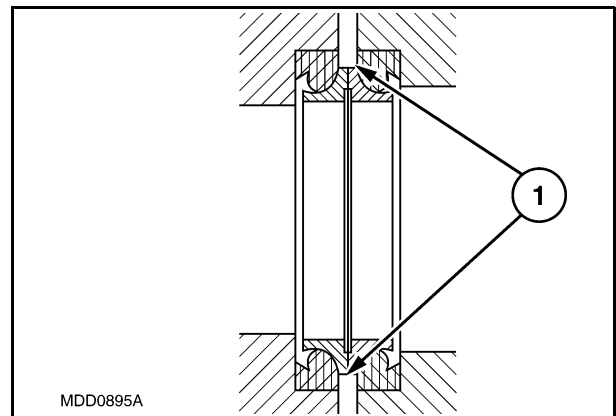
1. Eliminate any sharp edges or burr and carefully clean the seats for the rubber rings.
 2. Thoroughly clean the rings on the seals.
 3. Insert each metal ring (2) on the respective rubber ring (1), as shown in the drawing, acting on the points indicated by the arrows.
 4. Make sure that the metal ring is fitted correctly, checking that measurement (A) is constant on all of the circumference.
 5. Assemble each pair of rings in their respective seats (1), manually positioning the rubber ring (as shown in figure
6. Before terminating assembly operations, clean the sealing surfaces (1) with a clean (not frayed) cloth and pour a thin covering of fluid oil over the surfaces.



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2



3

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