D25, DX25, D29, DX29, D33, DX33 CONTENTS

SECTION 00 - GENERAL INFORMATION

- **SECTION 10 ENGINE**
- **SECTION 18 CLUTCH**

SECTION 21 - TRANSMISSION

SECTION 25 - 4WD FRONT AXLE

SECTION 27 - DIFFERENTIAL AND REAR AXLE

SECTION 29 - HYDROSTATIC TRANSMISSION

- **SECTION 31 POWER TAKE-OFF SYSTEMS**
- **SECTION 33 BRAKES**
- **SECTION 35 HYDRAULIC SYSTEM**
- **SECTION 41 STEERING**
- **SECTION 44 2WD FRONT AXLE**
- **SECTION 55 ELECTRICAL**

SECTION 00 - GENERAL INFORMATION

Chapter 1 - General Information

CONTENTS

Section	Description	Page
	Introduction	
	Precautionary Statements	
	Technical Information	
	Safety Precautions	
	Safety Decals - DX25, DX29, DX33	
	Instruction Decals - DX25, DX29, DX33	
	Safety Decals - D25, D29, D33	
	Instruction Decals - D25, D29, D33	
	International Symbols	
	Specifications - D25, D29, D33	
	General Dimensions - D25, D29, D33	
	Specifications - DX25, DX29, DX33	
	General Dimensions - DX25, DX29, DX33	
	Minimum Hardware Tightening Torques	
	Special Tools	
	Recommended Lubricants	
	Tire Inflation Pressure - Adjustments	
	Pre-Season and Pre-Delivery Checklist	

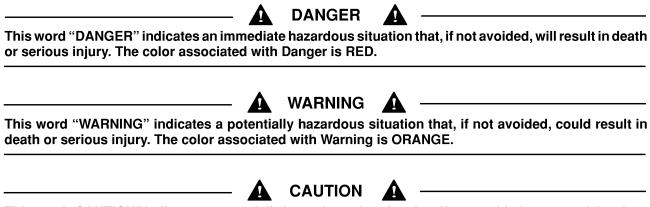
INTRODUCTION

This repair manual provides the technical information needed to properly service the Case IH D25, DX25, D29, DX29, D33 and DX33 tractors. Use this manual in conjunction with the operator's manual for complete operation, adjustment, and maintenance information. On Case IH equipment, left and right are determined by standing behind the unit, looking in the direction of travel.

PRECAUTIONARY STATEMENTS

PERSONAL SAFETY

Throughout this manual and on machine decals, you will find precautionary statements ("**DANGER**", "**WARNING**", and "**CAUTION**") followed by specific instructions. These precautions are intended for the personal safety of you and those working with you. Please take the time to read them.



This word "CAUTION" indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury. It may also used to alert against unsafe practices. The color associated with Caution is YELLOW.

FAILURE TO FOLLOW THE "DANGER", "WARNING", AND "CAUTION" INSTRUCTIONS MAY RESULT IN SERIOUS BODILY INJURY OR DEATH.

MACHINE SAFETY

The precautionary statement ("**IMPORTANT**") is followed by specific instructions. This statement is intended for machine safety.

IMPORTANT: The word "IMPORTANT" is used to inform the reader of something he needs to know to prevent minor machine damage if a certain procedure is not followed.

INFORMATION

NOTE: Instructions used to identify and present supplementary information.

TECHNICAL INFORMATION

HARDWARE

GENERAL

The D25, DX25, D29, DX29, D33 and DX33 tractors have been built using metric hardware.

NOTE: Be sure to use the hardware specified when using tapped holes, as trying to install a metric bolt in an inch thread, or an inch bolt in a metric thread, will damage the thread.

Certain hardware must be tightened to specific torque specifications. If specific torque specifications are not noted, tighten the hardware to the standard torque chart specification listed in this manual.

PLATING

Hardware used on balers is plated with zinc chromate (gold color). Gold colored hardware has different torquing requirements from unplated or zinc plated (silver color) hardware because of the difference in the coefficient of friction of the plating material. The torque charts in this manual list the correct specifications for gold, silver, and unplated bolts.

NUT TIGHTENING

Whenever possible, the nut should be tightened, not the head of the bolt. When tightening using the bolt head, the clamp load can be lost because some of the torque applied twists the bolt instead of tensioning (stretching) it. The tension on the bolt is what holds the joint together. Approximately 90% of the torque applied during assembly goes to overcoming friction between the parts. The other 10% is used to tension (stretch) the bolt. After assembly, the frictional forces disappear, which is the basis for the saying "If it does not fail during assembly, it will not fail in service." The bolt may later fail due to other factors, but not from being over tightened.

LOCKNUTS

Most locknuts are coated with a special lubricant that is dry to the touch. Anytime a locknut is used, a lower than normal torque is required. Refer to the torque charts in this manual for specific values.

JAM NUTS

When using a jam nut to lock a regular nut, the jam nut should be installed first and tightened to one half the recommended torque, then held in place while installing a regular nut to the recommended torque.

THREAD LUBRICATION

The addition of antiseize compound, Molykote, oil, graphite, or any other lubricant to a bolt decreases the friction between it and a nut. This makes it necessary to reduce the recommended torque to prevent over tensioning of the bolt. When using the torque charts in this manual, decrease the value by 20% whenever a lubricant is used.

Thank you so much for reading. Please click the "Buy Now!" button below to download the complete manual.



After you pay.

You can download the most perfect and complete manual in the world immediately.

Our support email:

ebooklibonline@outlook.com