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# **TS100A, TS110A, TS115A, TS125A, TS130A AND TS135A REPAIR AND T6010, T6020, T6030, T6050, T6070 REPAIR**

<b>SECTION 00 - GENERAL .....</b>	<b>3</b>
<b>SECTION 01 - SEPARATING THE TRACTOR .....</b>	<b>3</b>
<b>SECTION 10 - ENGINE .....</b>	<b>7</b>
<b>SECTION 18 - CLUTCH .....</b>	<b>19</b>
<b>SECTION 21 - TRANSMISSION SYSTEMS .....</b>	<b>20</b>
<b>SECTION 23 - DRIVE LINES .....</b>	<b>28</b>
<b>SECTION 25 - MECHANICAL FRONT AXLE .....</b>	<b>29</b>
<b>SECTION 27 - MECHANICAL REAR WHEEL DRIVE .....</b>	<b>34</b>
<b>SECTION 31 - POWER TAKE-OFF .....</b>	<b>36</b>
<b>SECTION 33 - BRAKING SYSTEM .....</b>	<b>38</b>
<b>SECTION 35 - HYDRAULIC SYSTEMS .....</b>	<b>42</b>
<b>SECTION 41 - STEERING .....</b>	<b>67</b>
<b>SECTION 44 - FRONT AXLE AND WHEELS .....</b>	<b>69</b>
<b>SECTION 50 - AUXILIARY UNITS .....</b>	<b>71</b>
<b>SECTION 55 - ELECTRICAL SYSTEM .....</b>	<b>74</b>

The following pages are the collation of the contents pages from each section and chapter of the TS100A, TS110A, TS115A, TS125A, TS130A, TS135A and T6010, T6020, T6030, T6050, T6070 Repair manual. Complete Repair part # 87693272.

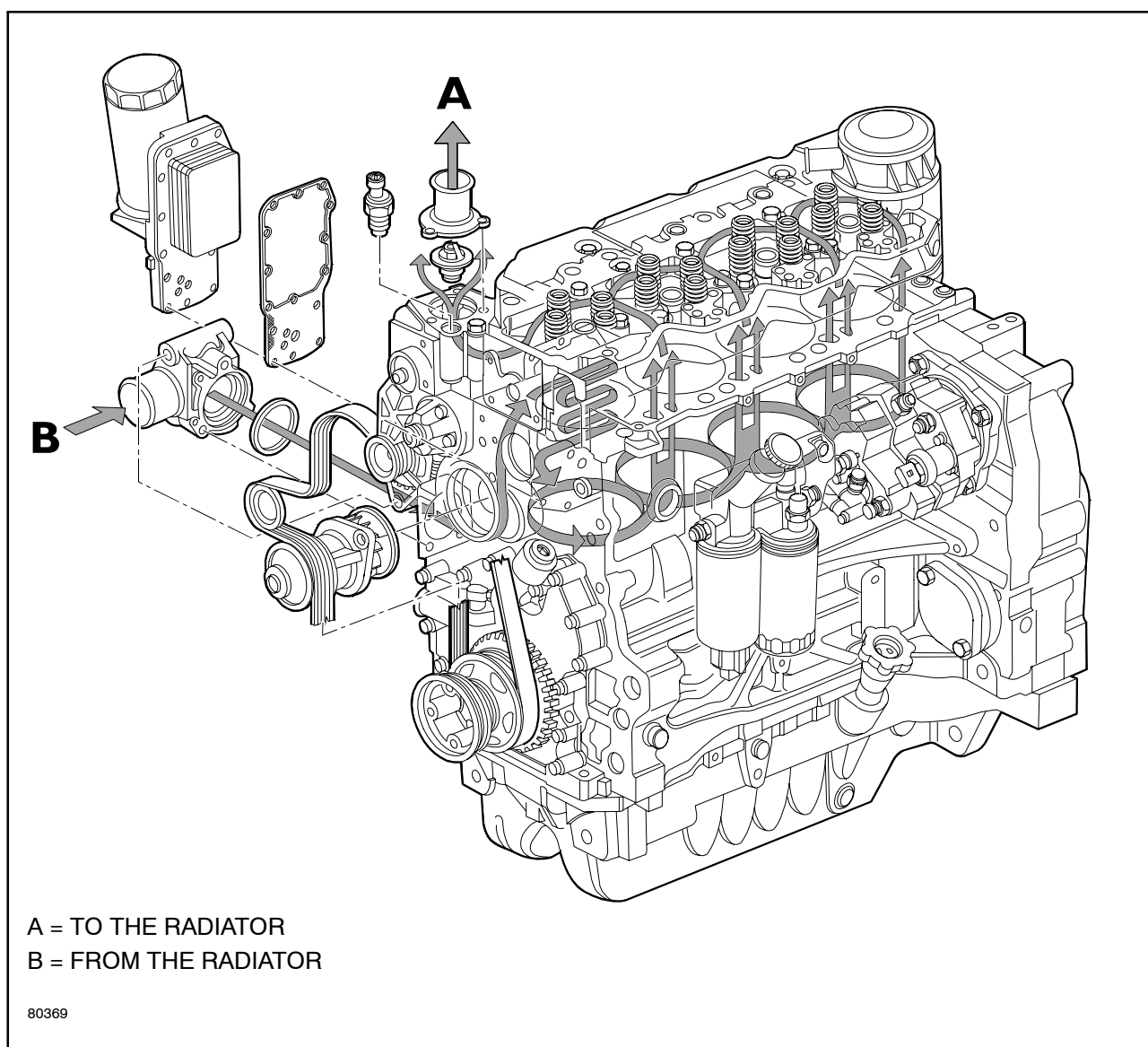
The sections used through out all New Holland product Repair manuals may not be used for each product. Each Repair manual will be made up of one or several books. Each book will be labeled as to which sections are in the overall Repair manual and which sections are in each book.

The sections listed above are the sections utilized for the TSA Series and T6000 Series Tractors.

**DESCRIPTION OF OPERATION****COOLING**

The forced circulation, closed-circuit engine cooling system is composed of the following components:

- Expansion tank: its location, shape and size may change depending on the engine version.
- Radiator, whose job is to dissipate the heat taken by the coolant from the engine. This component, too, is a feature of the version as regards both positioning and engine.
- Viscostatic fan, with the task of increasing the radiator's dissipating capacity: this, too, belongs to the specific engine version.
- A lubricating oil cooler: this, too, belongs to the specific engine version.
- A centrifugal coolant pump housed at the front of the crankcase.
- A thermostat governing coolant circulation.
- The circuit may also extend to the compressor if the version includes it.



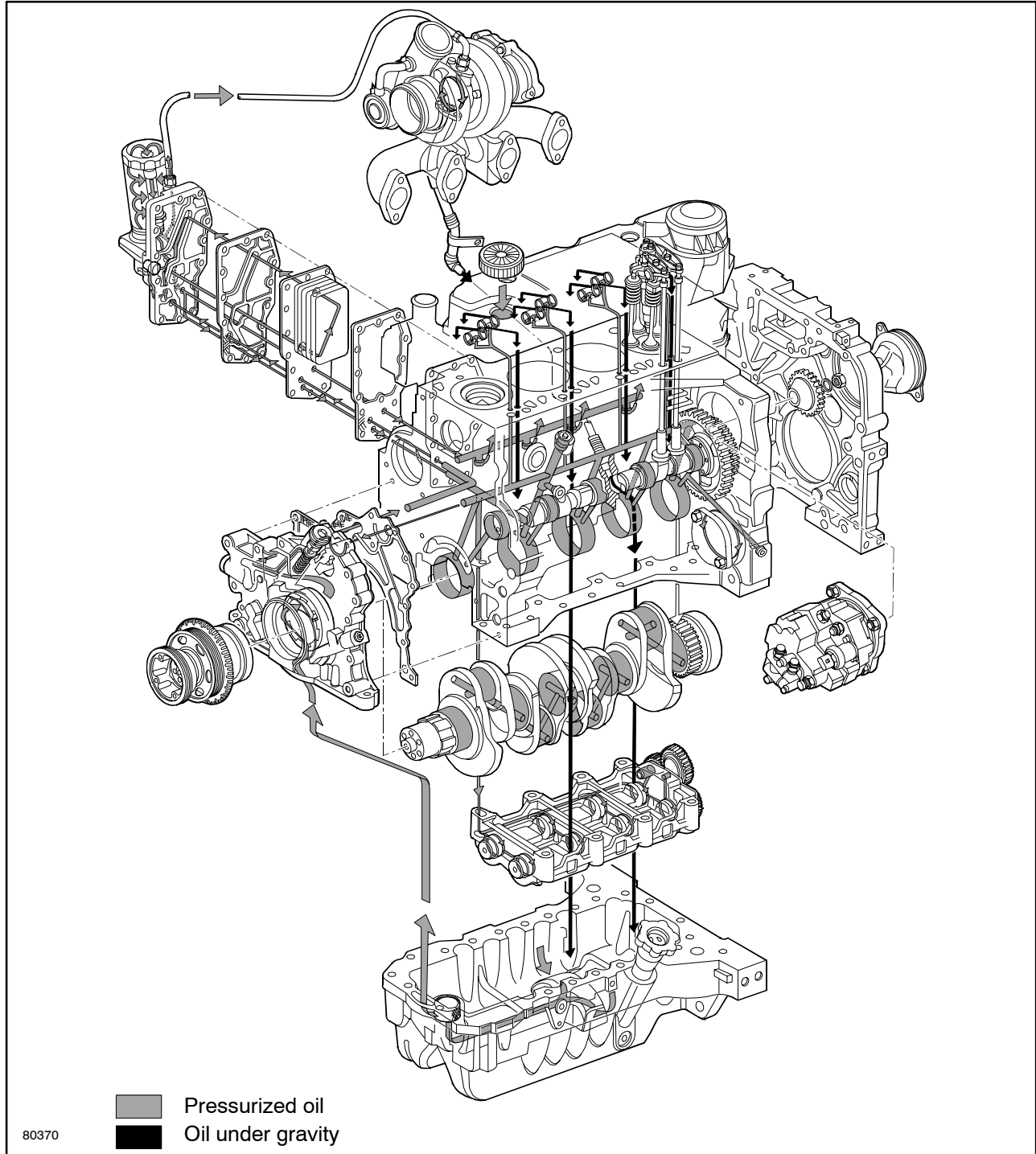
**LUBRICATION**

Forced-circulation lubrication is accomplished by the oil pump, housed at the front of the crankcase.

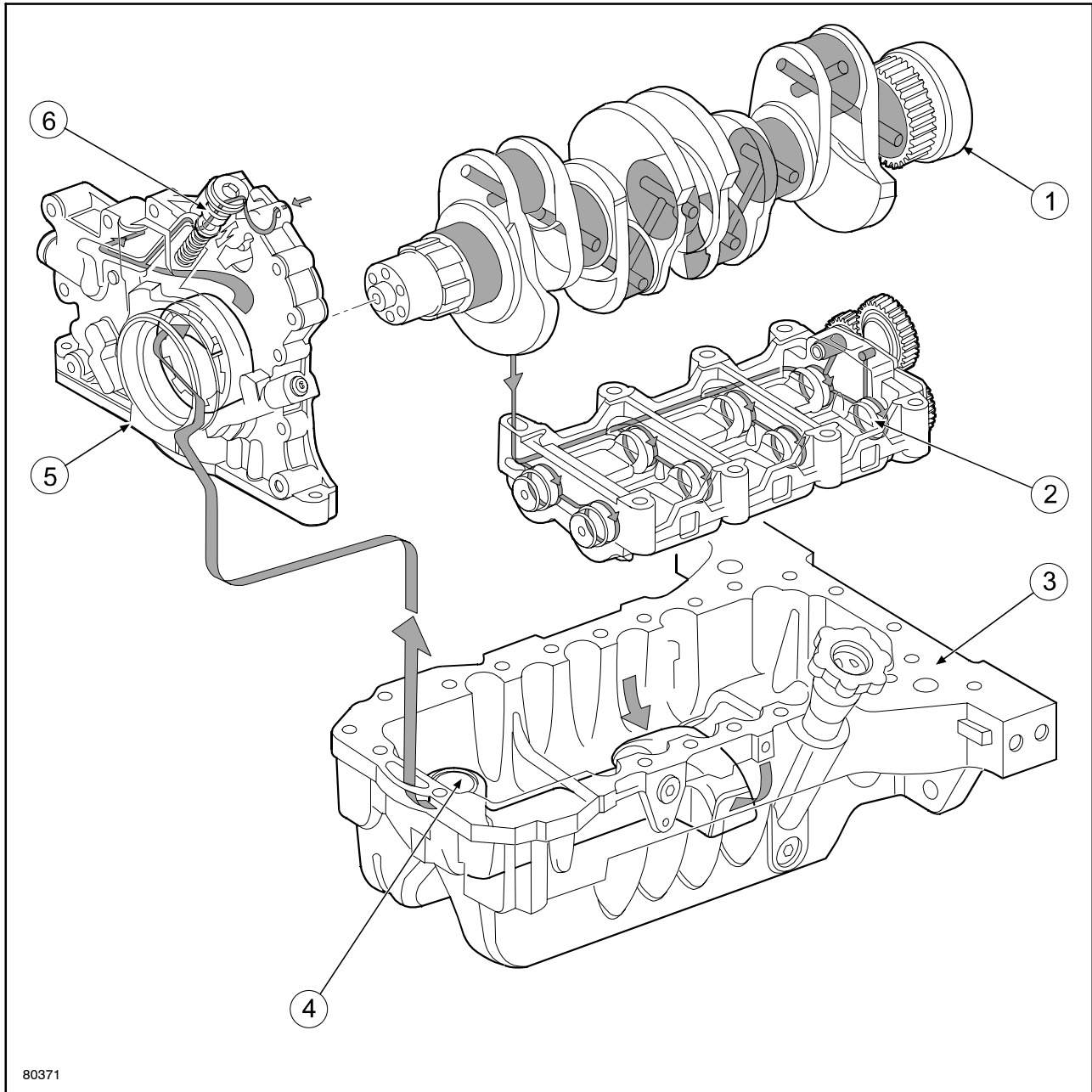
The lubricating oil is sent from the oil sump to the crankshaft, camshaft and valve control.

Lubrication also includes the cooler, turbo-blower and compressor for the compressed air system if there is one.

All these components often change according to use and will therefore be covered under the specific heading.



## LUBRICATION SYSTEM COMPONENTS



1. Crankshaft – 2. Balancing weight – 3. Oil sump with suction rose – 4. Suction rose in oil sump – 5. Oil pump – 6. Relief valve.

## ENGINE OVERHAUL

### INTRODUCTION

#### Removal

To remove engine from tractor see Section 01 "Separating the Tractor."

#### DISASSEMBLY

Some of the operations described in this section can be carried out directly with the engine fitted on the vehicle, depending on access to the engine bay and on the version.



#### CAUTION

The operations for removing the engine, as those for overhaul, must be performed by skilled personnel using specific tools.

#### Fuel System/Preparing Engine to Mount on Rotating Stand

To be able to fit the brackets **380001298** (for fixing the engine to the overhaul stand, **380000301**) to the crankcase, it is necessary to work from the left-hand side of the engine:

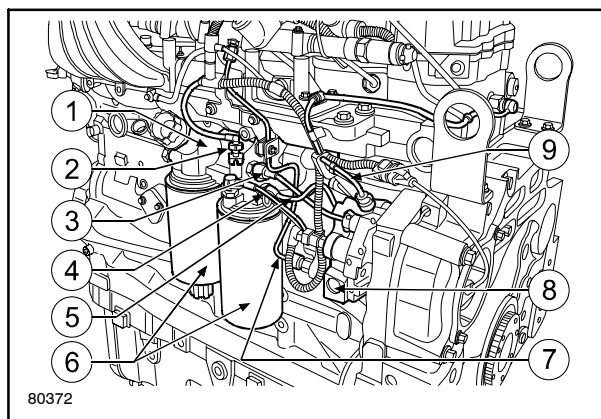
1. Remove the fuel filters (6) from the mounting (1);
2. Disconnect the electrical connection (2) from the mounting (1) and the one to the heater (again located on the filter mounting);
3. Disconnect the fuel pipes (3 - 4 - 5) from the mounting (1);
4. Remove the bracket supporting the mounting (1) from the crankcase.



#### CAUTION

To disconnect the fuel pipes (3 - 4 - 5, Figure 11) from the relevant fittings, you need to press the clip (1) as shown in Figure 12, B.

After disconnecting the piping, put the clip (1) back in its locking position (Figure 12, A) to prevent it getting buckled.



11

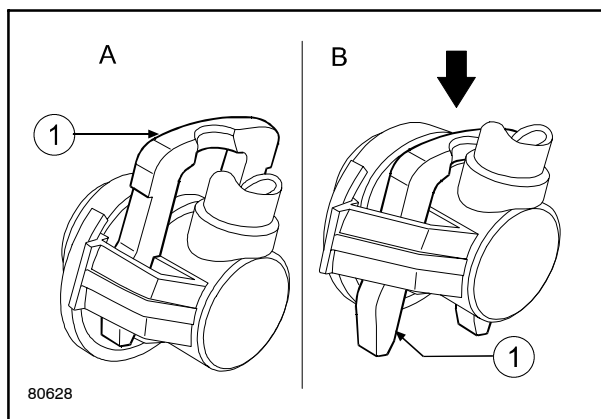
5. Disconnect the high-pressure fuel pipe (7, Figure 1) from the rail choke tube and from the high-pressure pump (8) and remove it from the crankcase by taking out the bracket.
6. Disconnect the pipe 9 from the high-pressure pump (8).



#### CAUTION

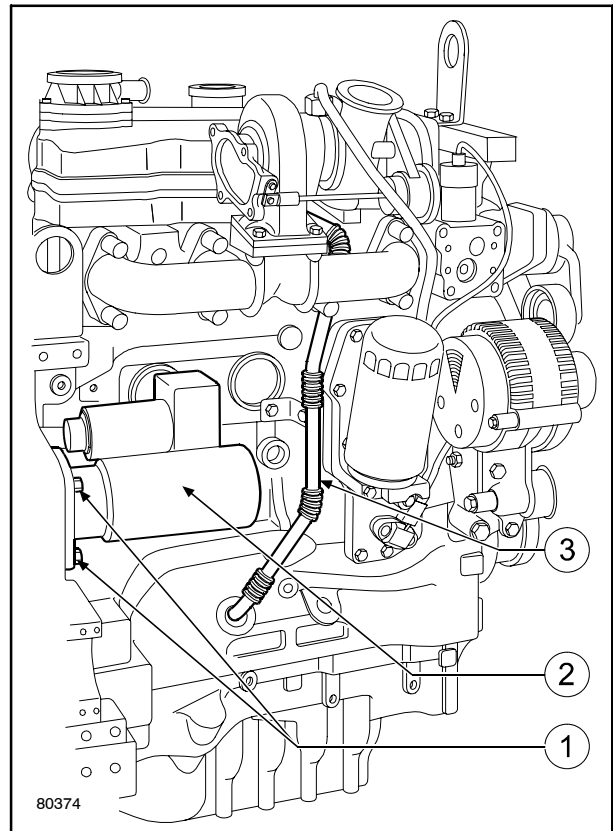
Depending on the high pressure in the piping from the high-pressure pump to the rail and from here to the electro-injectors, **never**:

- disconnect the pipes with the engine running,
- reuse disconnected pipes.



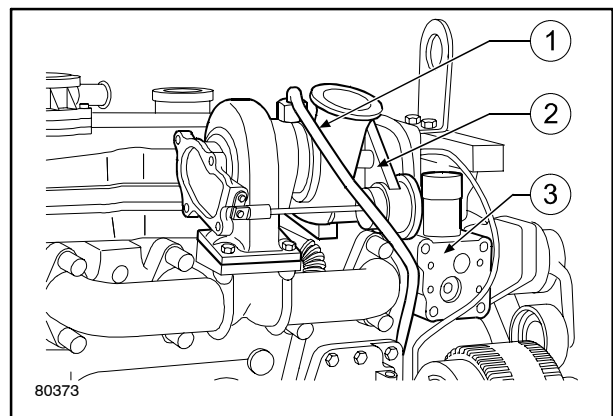
12

7. Remove the oil filler pipe (3).
8. Unscrew the fixing screws (1) and remove the starter motor (2) from its seat.



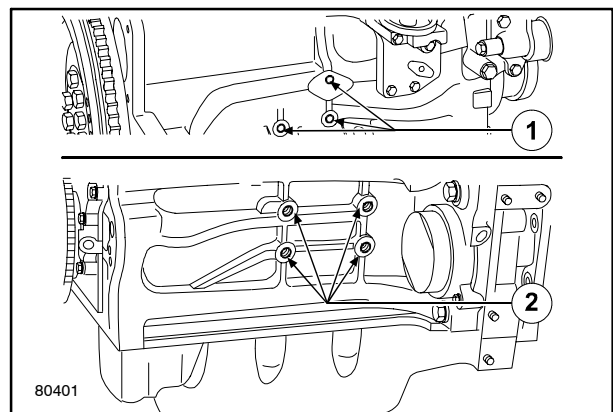
13

9. Working from the right-hand side of the engine, disconnect the lubricating pipe (1) from the top of the cooler to the turbo-blower (2).
10. Remove the thermostat body (3) together with the seal.

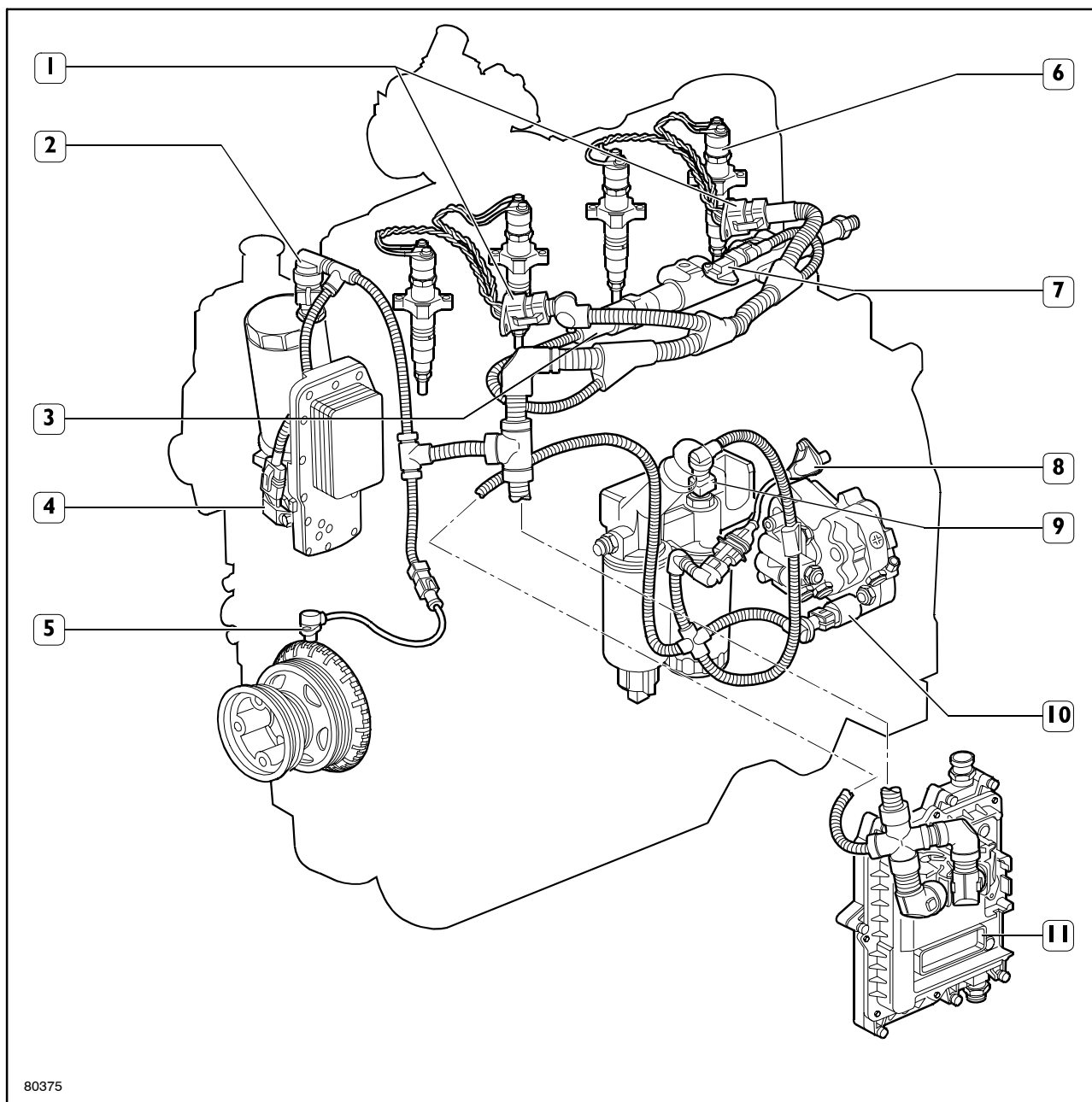


14

11. Fit brackets **380001298** into the holes (1) and (2) in the crankcase on both sides and, using these brackets, secure the engine to the rotating stand **380000301**. Drain off the engine oil by removing the plug from the sump.



15



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16

#### REMOVING COMPONENTS OF THE APPLICATION

1. Connection for electro-injectors - 2. Engine coolant temperature sensor -  
 3. Fuel pressure sensor cable - 4. Engine oil pressure and temperature sensor - 5. Crankshaft sensor -  
 6. Electro-injector - 7. Air pressure temperature sensor - 8. Timing system phase sensor -  
 9. Fuel temperature sensor - 10. Pressure regulator wiring - 11. EDC7C control unit

#### Electrical Connections

12. Disconnect the engine cable from the connectors: (1) electro-injector wiring (6); (7) air pressure/temperature sensor; (3) fuel pressure sensor; (11) EDC control unit; (10) high-pressure pump sensor; (8) timing system phase sensor; (2) engine coolant temperature sensor on thermostat; (5) crankshaft speed sensor.

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