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Link do produktu: https://www.specdiag.pl/case-quadtrac-9370-9380-9390-instrukcje-napraw-service-manuals-dtr-schematy-p-896.html

Case Quadtrac - 9370 9380 9390 - Instrukcje Napraw - Service Manuals - DTR - Schematy

Cena	**300,00 zł**

Opis produktu

Instrukcje napraw Case IH QUADTRAC - 9370 - 9380 - 9390

SERVICE MANUAL

QUADTRAC TRACTOR

9370

9380

9390

8-83394

1. Trim along dashed line.
2. Slide into pocket on Binder Spine.

TYPE 1-4

SERVICE MANUAL

QUADTRAC TRACTOR

9370

9380

9390

8-83394

1. Trim along dashed line.
2. Slide into pocket on Binder Spine.

TYPE 1-4

SERVICE MANUAL

QUADTRAC TRACTOR

9370

9380

9390

8-83394

1. Trim along dashed line.
2. Slide into pocket on Binder Spine.

TYPE 1-4

SERVICE MANUAL

QUADTRAC TRACTOR

9370

9380

9390

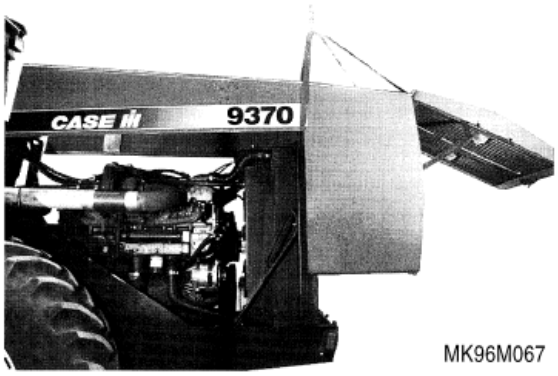
8-83394

1. Trim along dashed line.
2. Slide into pocket on Binder Spine.

TYPE 1-4

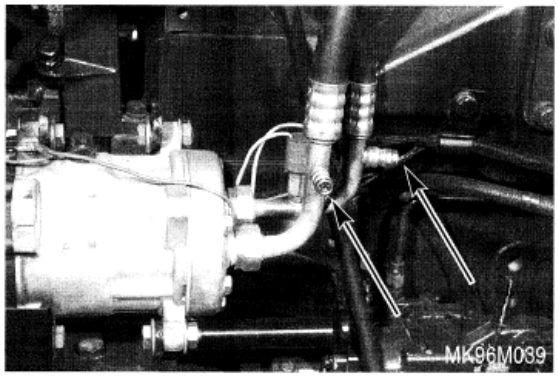
ENGINE REMOVAL

STEP 1



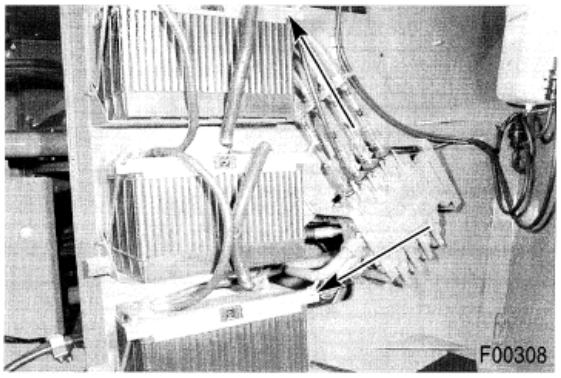
Remove the key from the switch. See Section 9005 in this manual for instructions to remove the hood and grille.

STEP 2



See Section 9007 in this manual for instructions on discharging the air conditioning system.

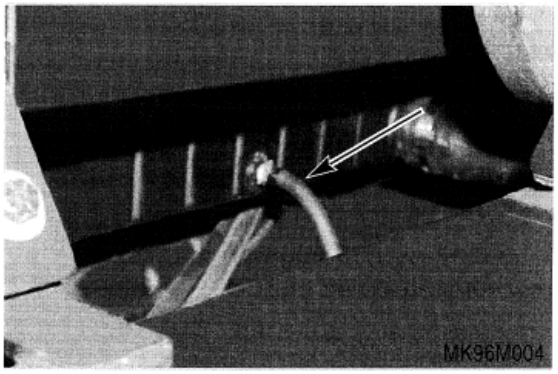
STEP 3



Open the battery access door and disconnect the negative and positive battery cables from the upper and lower batteries.

NOTE: *Always disconnect the negative battery cable first.*

STEP 4

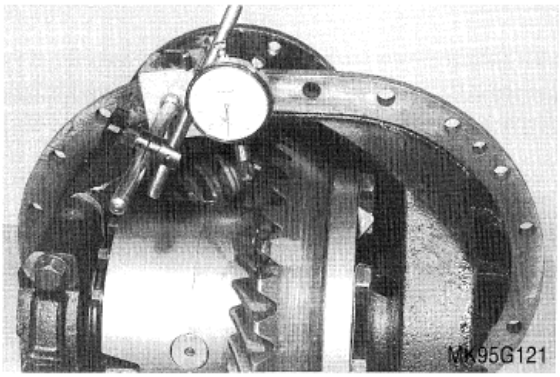


Install a short length of hose on the radiator drain valve. Open the valve and drain the cooling system.

NOTE: *The cooling system holds approximately 15 gallons (57 Liters) of coolant.*

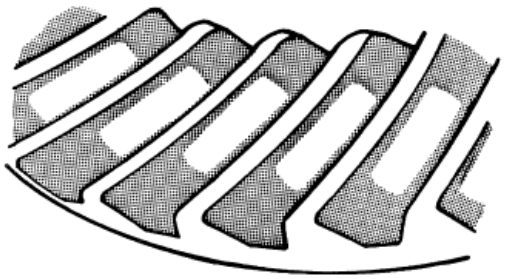
SETTING RING GEAR/PINION BACKLASH

STEP 213



Use a magnetic base dial indicator to measure ring/pinion gear backlash in three different locations. Backlash must be 0.008 to 0.12 inch (0.2 to 0.3 mm). To decrease backlash, move the ring gear closer to the pinion. To increase backlash, move the ring gear away from the pinion gear. To adjust backlash, loosen one bearing adjusting ring nut and tighten the opposite ring nut an equal amount to maintain the correct differential carrier bearing preload.

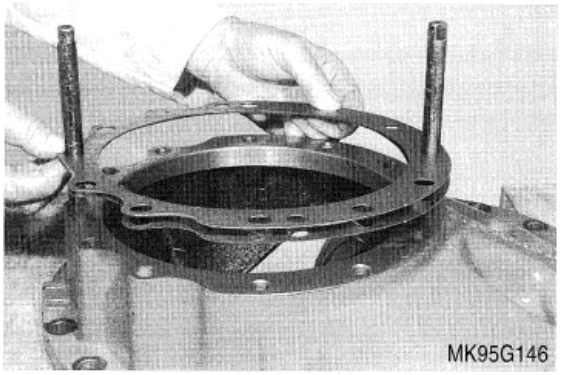
STEP 214



MS95G031

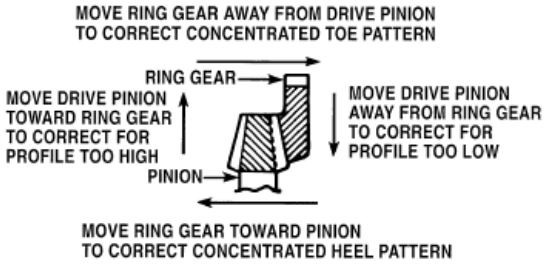
After setting ring/pinion gear backlash to specifications, apply paint or prussian blue on at least 3 or 4 ring gear teeth to check tooth contact pattern. Use a wood board to brake the

STEP 215



If tooth contact pattern is not correct, readjust the backlash and/or remove the pinion carrier to add or subtract from the shim pack between the pinion carrier and the differential housing.

STEP 216



MS95G030

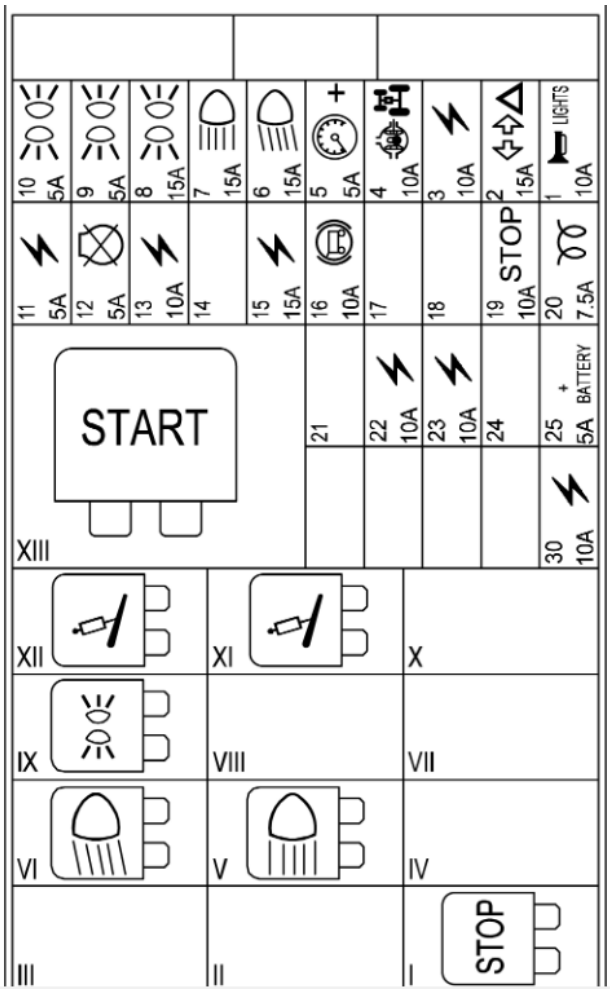
Adding or subtracting shims to change pinion depth should be done in small increments until the correct tooth contact pattern is obtained.

IMPORTANT: *Be sure to tighten the pinion carrier retaining bolts to the specified torque value when adding or removing shims.*

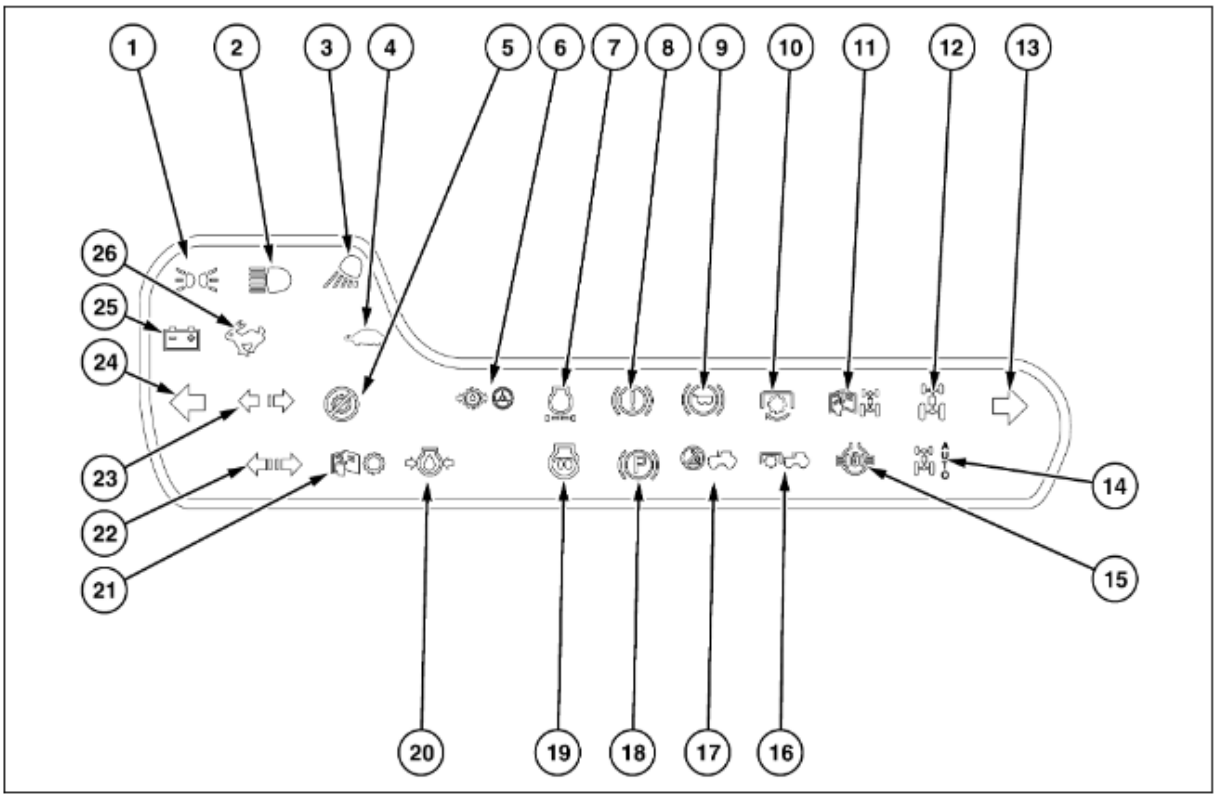
- Digital instrument
- North America circuit

List of relay functions

I. Brake lights circuit
II. Not used
III. Not used
IV. Not used
V. Full beam headlight circuit
VI. Dipped beam headlight circuit
VII. Not used
VIII. Not used
IX. Side lights circuit
X. Not used
XI. Hydraulic third control valve circuit
XII. Hydraulic second control valve circuit
XIII. Engine starter circuit maxi-relay



Indicator light panel



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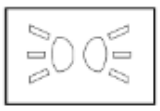
Refer to the following list to identify the operation conditions shown by the indicator lights in Fig. **2**.

Indicator lights



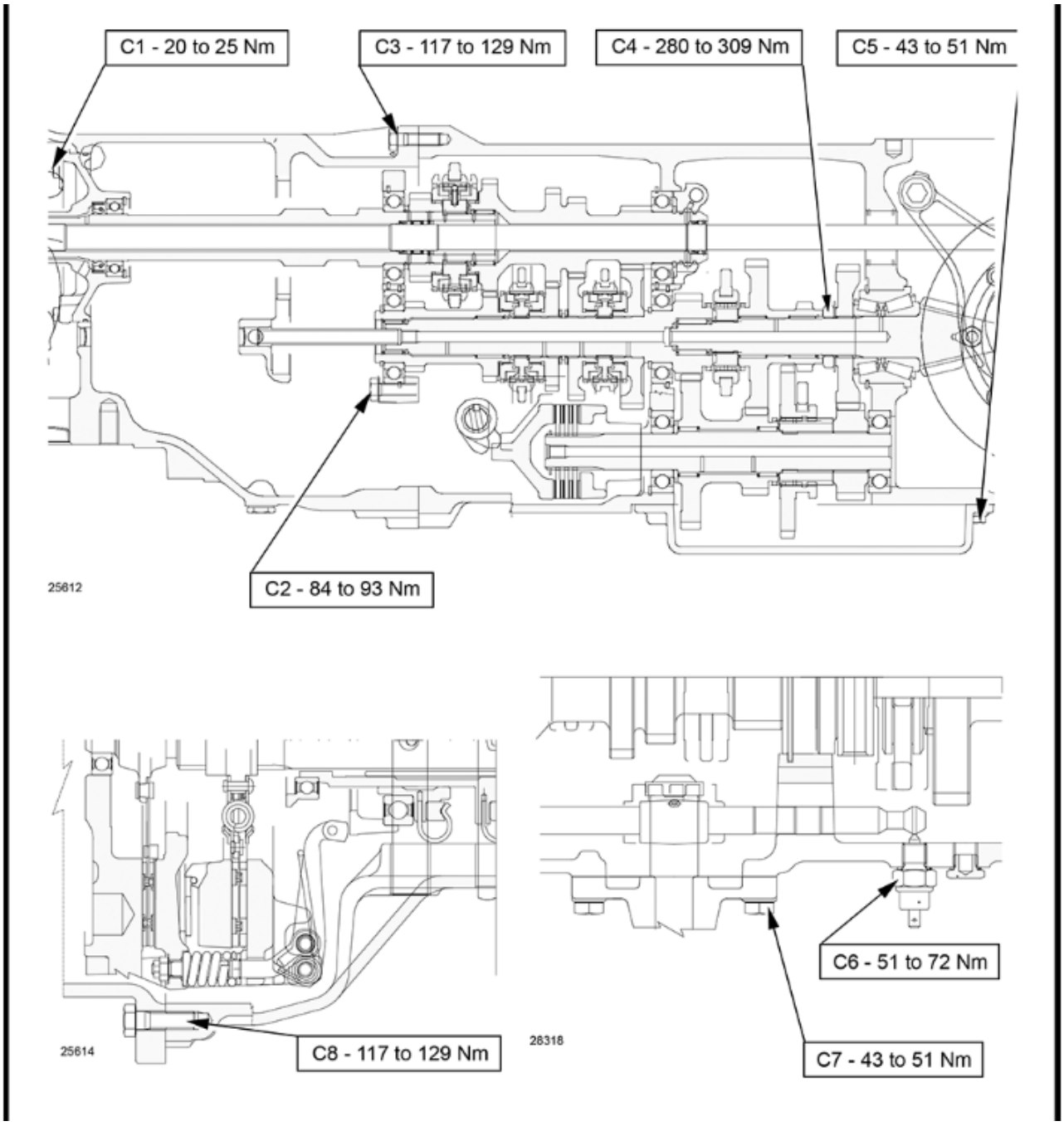
1. Side lights (green)

Lights up when the sidelights are switched on

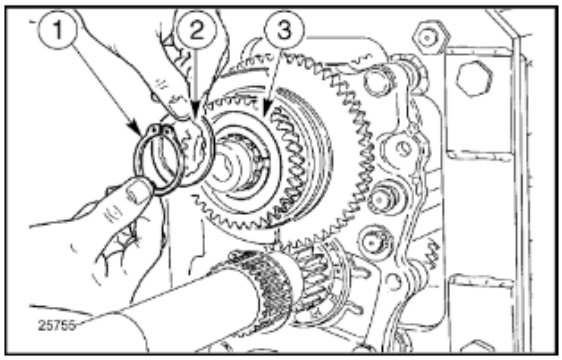
2. Full-beam headlights (blue)

The light illuminates when the headlights are on main beam

3. Work lights (amber)

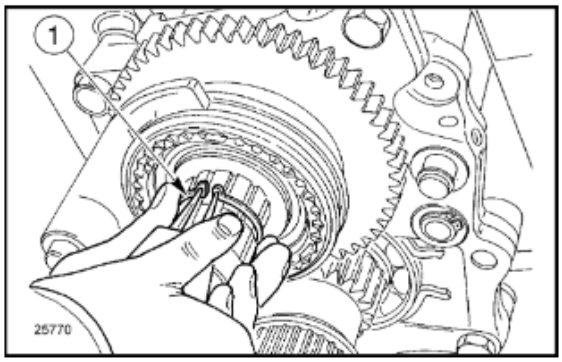

C1 - 20 to 25 Nm
C3 - 117 to 129 Nm
C4 - 280 to 309 Nm
C5 - 43 to 51 Nm
25612
C2 - 84 to 93 Nm
25614
C8 - 117 to 129 Nm
28318
C6 - 51 to 72 Nm
C7 - 43 to 51 Nm

8. Remove the circlip **(1)** and recover the thrust washer **(2)**, the splitter driven gear **(3)**, the cotter and the synchroniser stop ring.



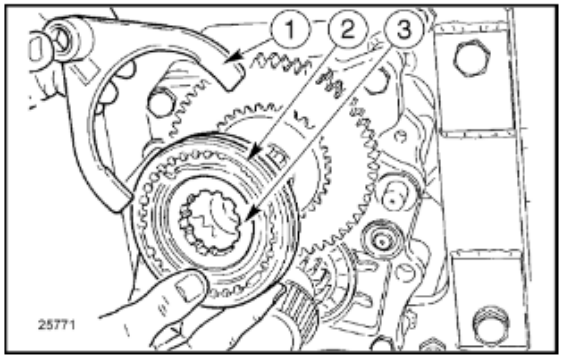
WLBPVN821C2-13A 4

9. Extract the stop ring **(1)**.



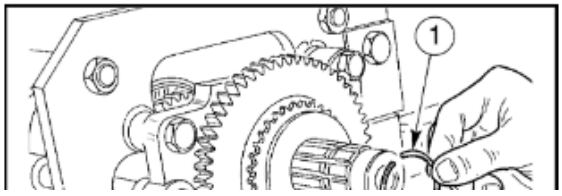
WLBPVN821C2-14A 5

10. Extract the synchroniser hub **(3)** together with the engagement sleeve **(2)** and control fork **(1)**.



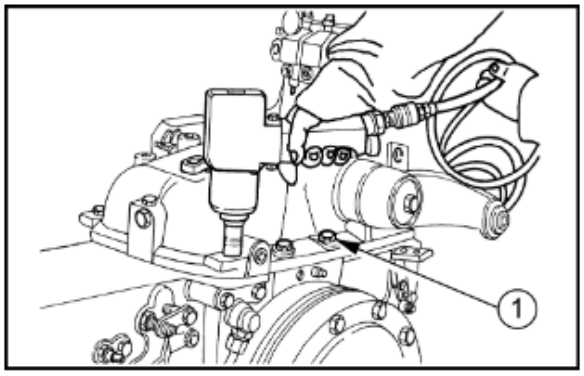
WLBPVN821C2-15A 6

11. Remove the stop ring **(1)**.



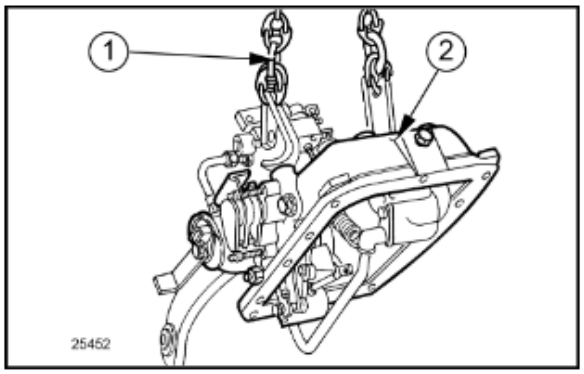
WL8PVN821C1-60A 9

14. Unscrew the retaining bolts on the lift **(1)** and recover the trailer brake control pipes support bracket. Disconnect the power take-off speed sensor connections, if necessary.



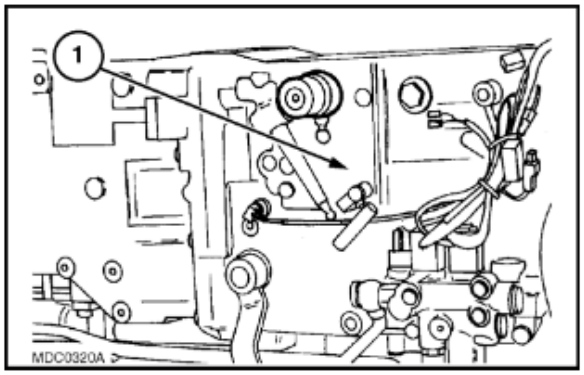
WL8PVN821C1-67A 10

15. Attach the lifting hook 380000227 **(1)** to the lift **(2)** and, by means of the hoist, raise and remove the lift.



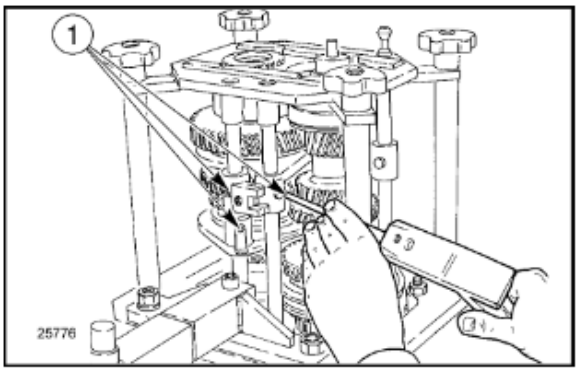
WL8PVN821C1-61A 11

16. Unscrew the retaining bolts and remove the support **(1)** , complete with the control lever (models fitted with mechanical transmission).



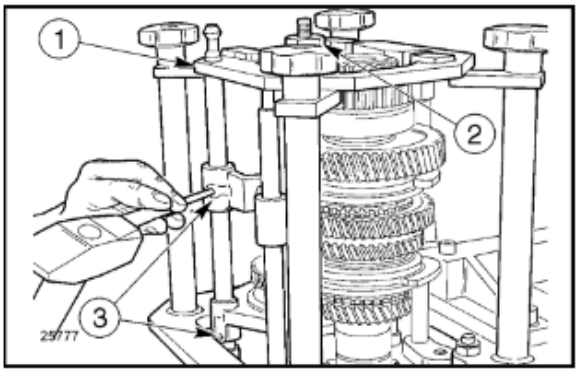
WL8PVN821C1-27A 12

20. Remove the pins **(1)** to free the gearbox control forks (on one side).



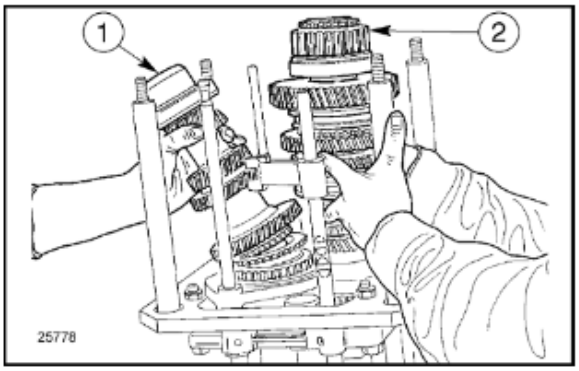
WLBPVN821C1-48A 17

21. Extract the pins **(1)** on the other side of the gearbox and remove: the upper part **(1)** of tool **380001614** , tool **380001615 (2)** from the driving shaft and retaining tool **380001616** from the driven shaft.



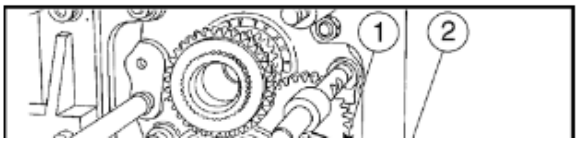
WLBPVN821C1-47A 18

22. Remove the driving **(1)** and driven **(2)** shafts.



WLBPVN821C1-55A 19

23. From the opposite side, remove the rod stop ring **(2)**, extract and recover the reverser control fork **(1)**.



The trailer brake valve, which has priority over both the auxiliary control valves and the hydraulic lift, is mounted on a support and secured on the front right-hand side of the engine, is controlled by the lift control pump.

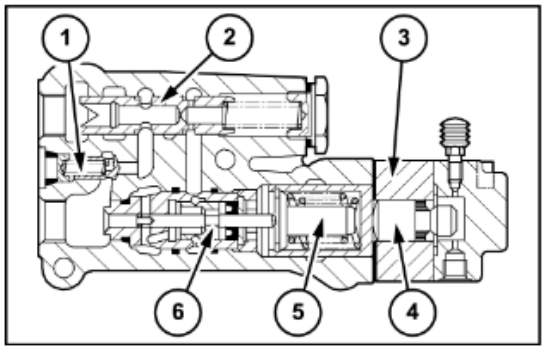
The hydraulic operation is described below.

The trailer brakes installed on ITALIA versions have the advantage that they brake the trailer even when the tractor engine is not running, and also when the pump is faulty or produces an inadequate oil flow.

The operation is described on pages **Trailer brake valve - Hydraulic schema (33.220)**.

Cross-sectional view of auxiliary control valve for trailer brakes (Open-centre circuit)

1. Non-return valve
2. Pilot valve body
3. Flow control valve
4. Pilot valve piston
5. Pressure limiter
6. Slide piston



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Trailer brakes off

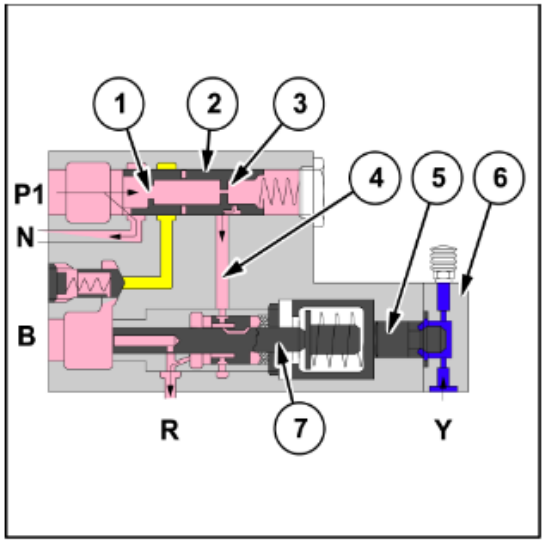
With the trailer brakes off, the oil from the hydrostatic circuit connected to the control valve by union (Y) is not pressurized and therefore the piston **(5)** of the pilot valve **(6)** and the spool **(7)** are in the rest positions indicated in Fig. **2**.

The oil from the hydraulic pump arrives at the union (P_1), passing through the diaphragm **(1)** and the pressure in the restriction **(3)** drops, thereby causing the flow control element **(2)** to shift to the right.

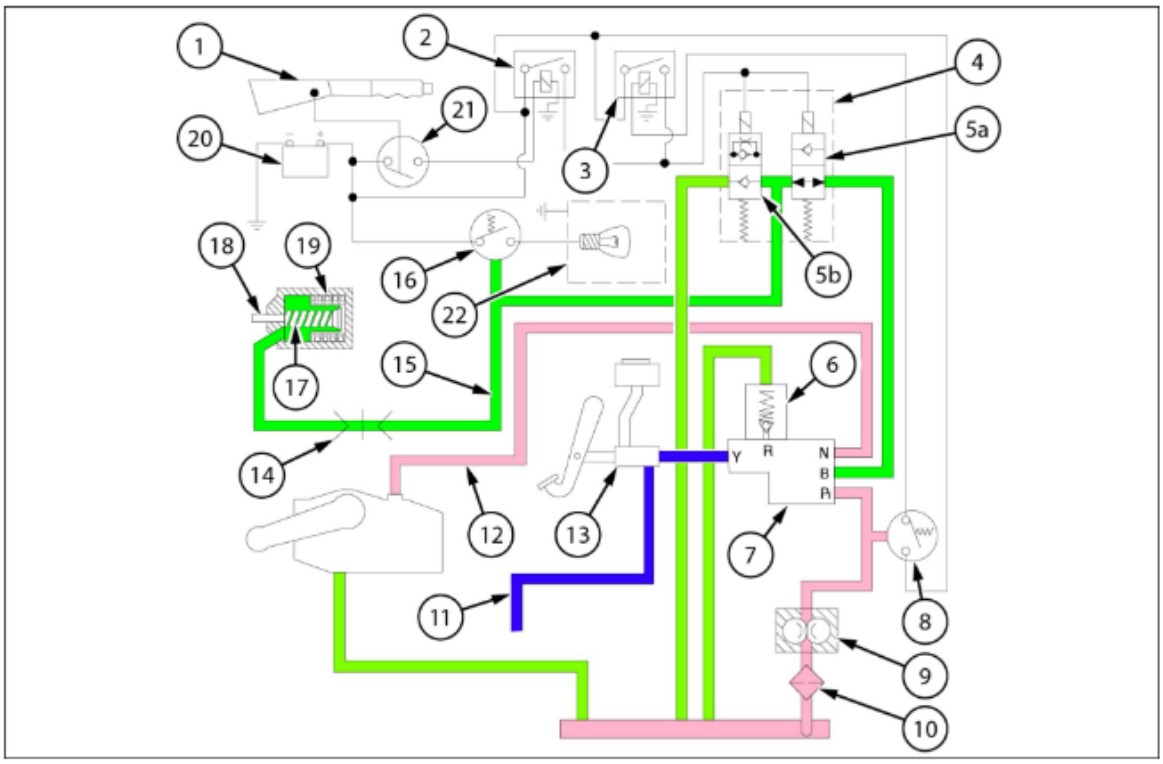
The majority of the oil flows through the port (N) to the auxiliary control valves, while the rest of the oil is discharged to the hydraulic lift through the line **(4)**, the stem **(7)** and the port (R).

Pressurized oil

Oil in suction, delivery or return



Trailer brake valve - Hydraulic schema



ITIL11T40109G0C 1

Electro-hydraulic operation of trailer brake valve (Italia version)

Engine running-no action on brake pedals

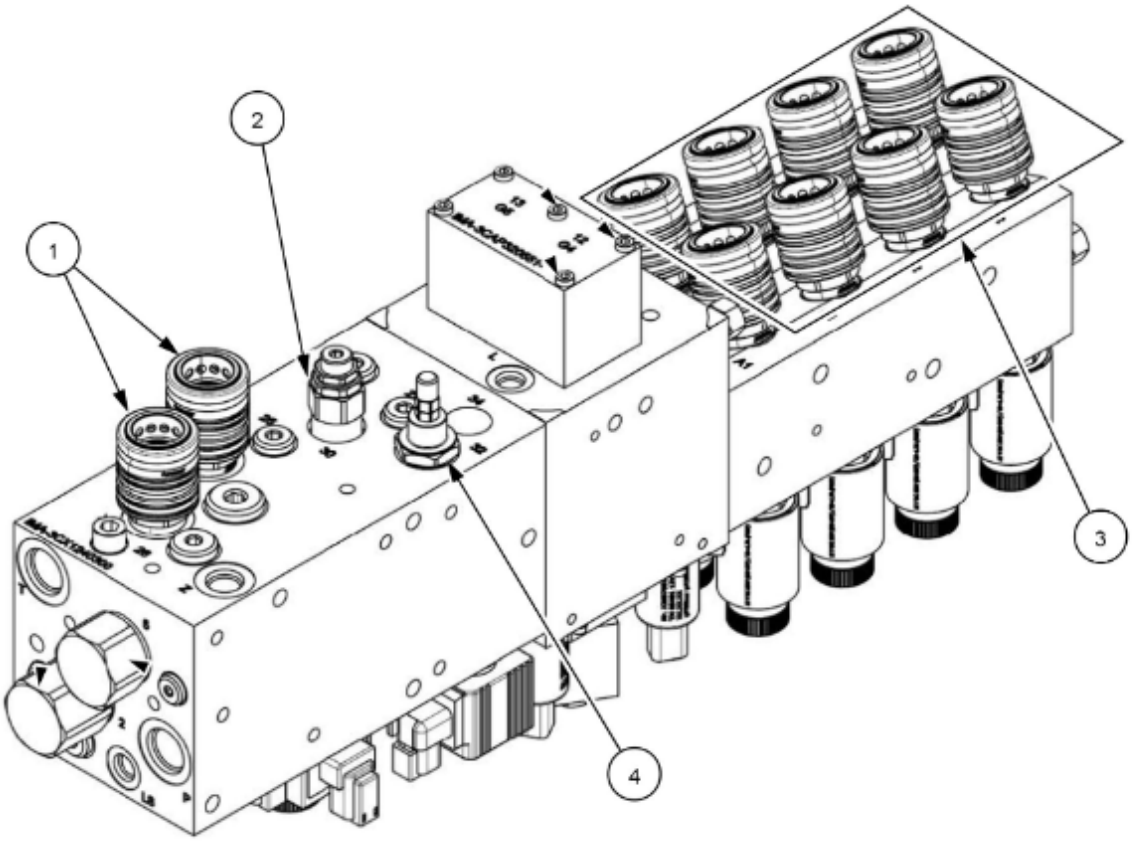
Oil in suction or delivery

Tractor brake circuit oil (brakes off)

Discharge oil

Oil at trailer brake release pressure

1. Parking brake control lever
2. Relay-parking brake warning light circuit
3. Relay-trailer brake circuit
4. Trailer brake control solenoid valves
5a. Delivery solenoid valve (normally open)
5b. Discharge solenoid valve (normally closed)
6. Trailer brake release pressure control valve
7. Trailer brake valve (see **Trailer brake valve - Dynamic description (33.220)**)
12. Delivery lines to auxiliary control valve and hydraulic lift
13. Brake pump
14. Tractor-trailer coupling
15. Trailer brake line
16. Trailer brake “ON” indicator switch
17. Spring
18. Trailer brake control pin
19. Spring



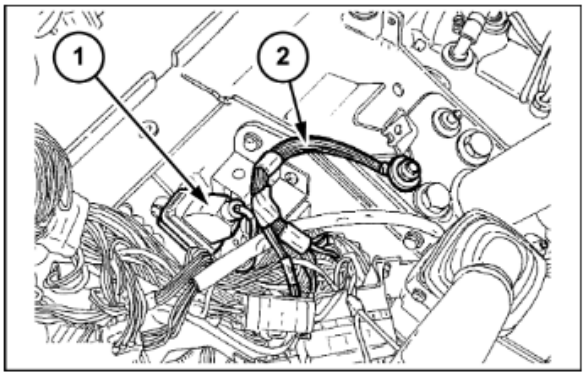
MOIL14TR00232FA 1

View of the side auxiliary control valves

1. Quick couplings of the control valve for hydraulic motor controls
2. Relief valve
3. Quick couplings for regulated flow control valves
4. Compensated flow adjustment valve

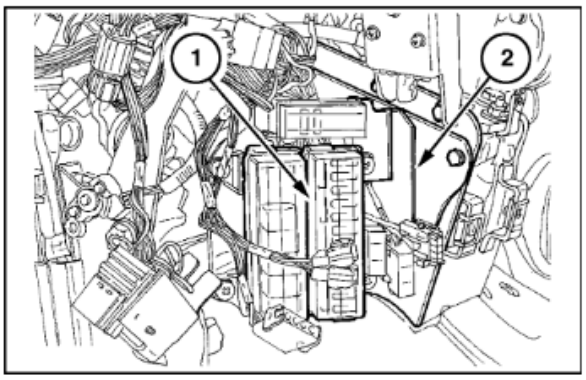
To remove the hydrostatic steering control valve, proceed as follows:

1. Carry out operation **Hood - Remove (90.100)**.
2. Carry out operation 55 404 14: Direction indicator switch, only removal.
3. Carry out operation **Hitch control module - Replace (55.130)**.
4. Disconnect: the start-up safety switch **(1)** and the ground cable **(2)**.



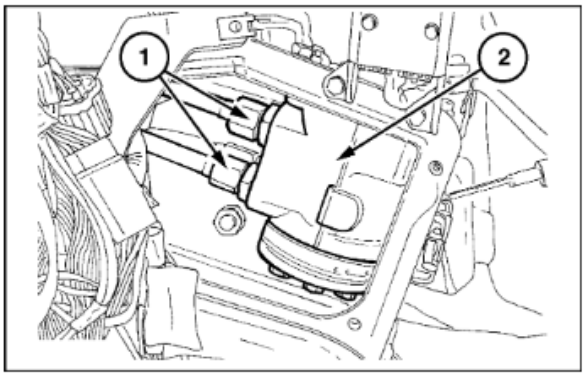
ITIL11T40191A0B 1

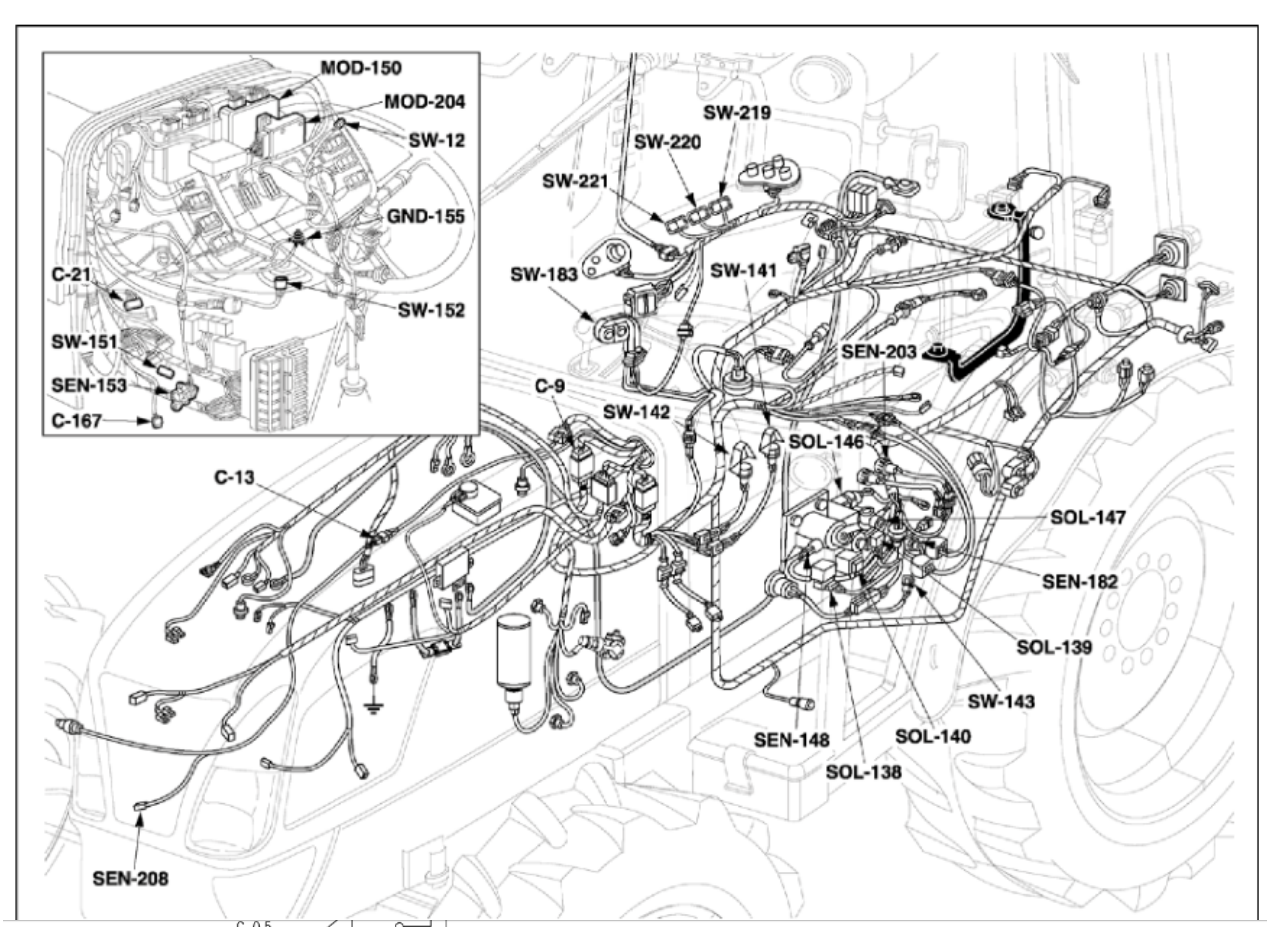
5. Unscrew the retaining bolts and remove the support **(2)** complete with relay and fuse box **(1)**.

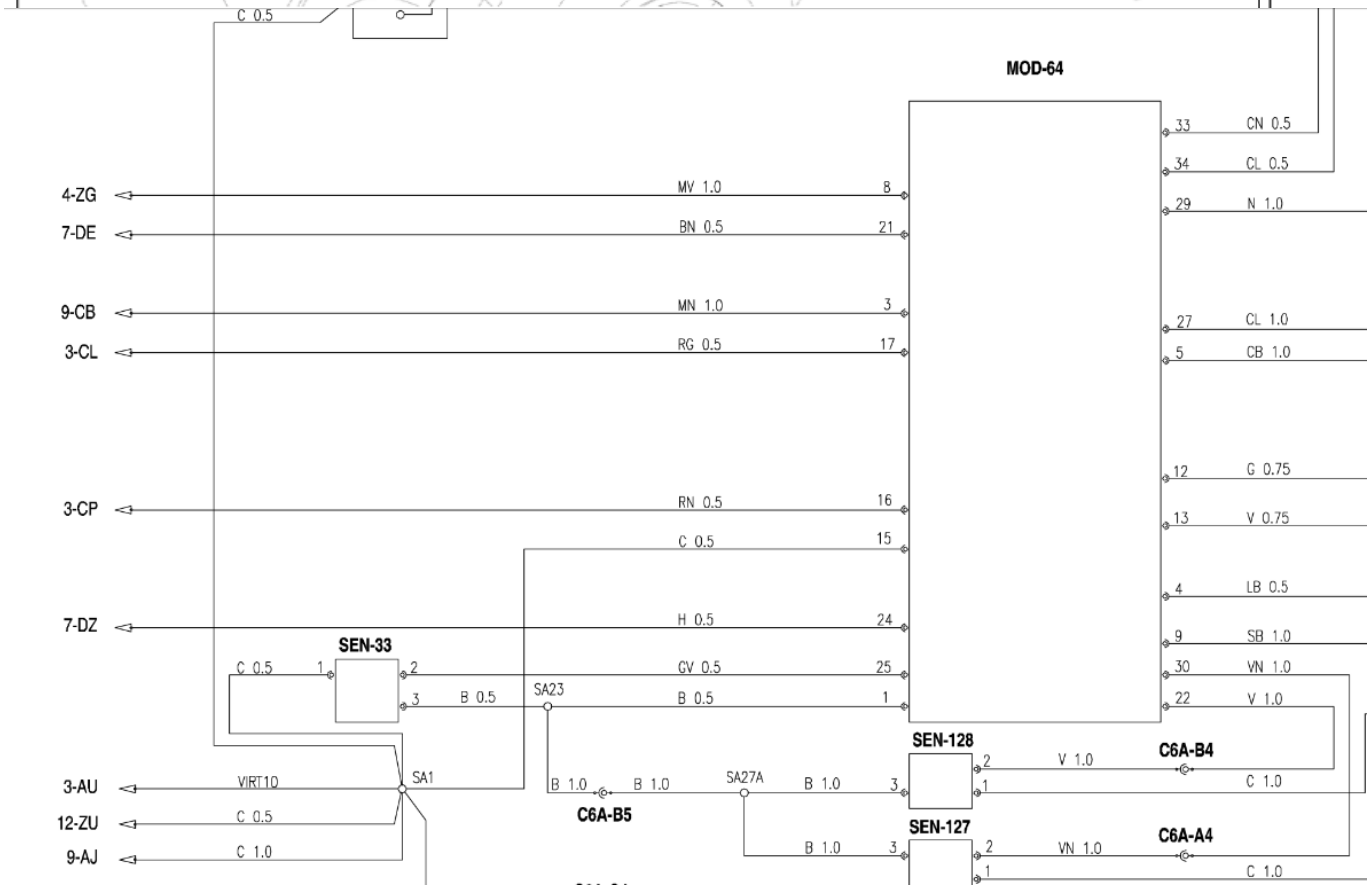


ITIL11T40192A0B 2

6. Disconnect the two external pipes **(1)** from the hydrostatic steering **(2)** and move forwards, disconnect the two internal pipes from the hydrostatic steering.




MOD-150
MOD-204
SW-12
GND-155
C-21
SW-152
SW-151
SEN-153
C-167
SW-219
SW-220
SW-221
SW-183
SW-141
SEN-203
C-9
SW-142
SOL-146
C-13
SOL-147
SEN-182
SOL-139
SW-143
SEN-148
SOL-140
SOL-138
SEN-208


C 0.5
MOD-64
33 CN 0.5
34 CL 0.5
29 N 1.0
4-ZG
MV 1.0
8
7-DE
BN 0.5
21
9-CB
MN 1.0
3
27 CL 1.0
3-CL
RG 0.5
17
5 CB 1.0
12 G 0.75
3-CP
RN 0.5
16
13 V 0.75
C 0.5
15
4 LB 0.5
7-DZ
H 0.5
24
9 SB 1.0
SEN-33
C 0.5
1
2
GV 0.5
25
30 VN 1.0
3
B 0.5
SA23
B 0.5
1
22 V 1.0
SEN-128
2
V 1.0
C6A-B4
3-AU
VIRT10
SA1
B 1.0
B 1.0
SA27A
B 1.0
3
1
C 1.0
12-ZU
C 0.5
C6A-B5
SEN-127
9-AJ
C 1.0
B 1.0
3
2
VN 1.0
C6A-A4
1
C 1.0