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MANUAL PREVIEW

Ford

Service Manual

555A,

555B & 655A

Volume 1 of 2

Service Manual

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555A

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655A



TRACTOR-LOADER-BACKHOE

REPAIR MANUAL

FORD TRACTOR OPERATIONS

TROY, MICHIGAN

FORD MOTOR COMPANY

SE 4455

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PART 1 ENGINE SYSTEMS

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A. DIESEL ENGINE — DESCRIPTION AND OPERATION

This chapter describes the overhaul and repair of the 3 and 4 cylinder Ford tractor direct injection diesel engines used in the 555A and B and 655A TLB model tractors.

The engines are of similar design and service procedures are basically the same except as noted.

The major difference between the two engines is that the 3 cylinder engine, Figure 1, is equipped with a rotary type fuel injection pump and has a four main bearing crankshaft. The 4 cylinder engine, Figure 2, is equip-

ped with a in-line fuel injection pump, a five main bearing crankshaft and a dynamic engine balancer.

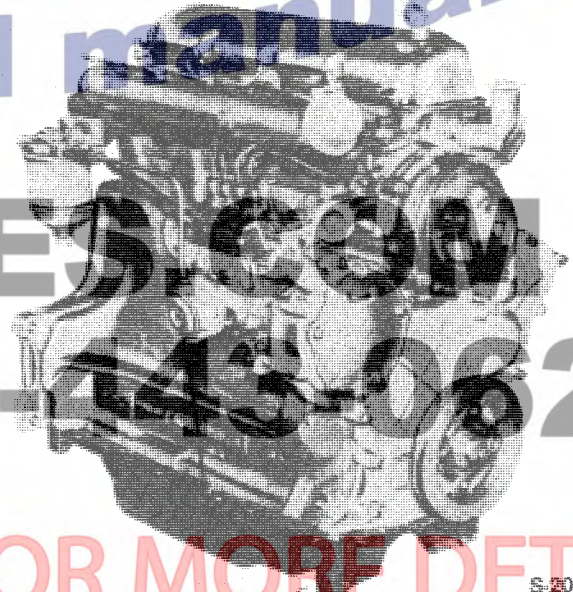
The three and four cylinder diesel engines have a compression ratio of 16.3 to 1. The three cylinder engines use headland type pistons, Figure 3. The four cylinder engines use conventional type pistons. The headland type piston is a three ring piston having two compression rings and one oil control ring all located above the piston pin. The special design "L" shaped top compression ring is located at the top of the piston and provides a tight seal during the combustion stroke thereby reducing blow-by. As combustion dissipates, the ring releases its cylinder wall tension and rides almost friction free on a thin film of oil thus reducing power loss and cylinder wall wear.



S-14621

Figure 1

3-Cylinder Diesel Engine with Rotary Type
Fuel Injection Pump



S-20446

Figure 2

4-Cylinder Diesel Engine with In-Line Type
Fuel Injection Pump

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Figure 3
Wiring Harness

- | | |
|---------------------------------|--------------------------------|
| 1. Wire Harness Connector Block | 3. Fuse Block Wiring Leads (9) |
| 2. Connectors (2) | |



Figure 4
Throttle and Power Reversing Control Linkage

- | | |
|---------------------------------|---|
| 1. Throttle Rod | 4. Power Reversing Linkage Lower Coupling |
| 2. Throttle Rod Coupling | 5. Power Reversing Linkage Connecting Rod |
| 3. Hand Throttle Lower Coupling | |

4. Disconnect the diesel stop cable at the injection pump and disconnect the proofmeter cable at the engine drive.

5. Disconnect the throttle and power reversing control linkages, Figure 4.

6. Remove the floor mat, then remove the transmission, rear axle and loader control valve access covers.

7. Disconnect the loader control lever to swivel link assembly and remove the snap ring and pin securing the lever to the pivot, Figure 5.

NOTE: Use care to not stretch or damage the electrical wire to the transmission dump valve.

8. Disconnect the clutch and brake drop rods, Figure 6, at the clevises, remove the upper clevises and locknuts and lower the drop rods out of the vehicle.

9. On power reversing transmissions disconnect the wiring to the transmission dump valve.

10. Disconnect the differential lock pedal rod (2) from the actuating lever located underneath the tractor, Figure 7.



Figure 5
Loader Lever Installation

- | | |
|-----------------------|-------------------------|
| 1. Loader Lever | 4. Swivel Link Assembly |
| 2. Lever Securing Pin | |
| 3. Pivot | |

- Remove the hand parking brake cable pin (6), conduit anchor bolt (7), lever assembly mounting bolts (5) and remove the brake lever assembly, Figure 8.

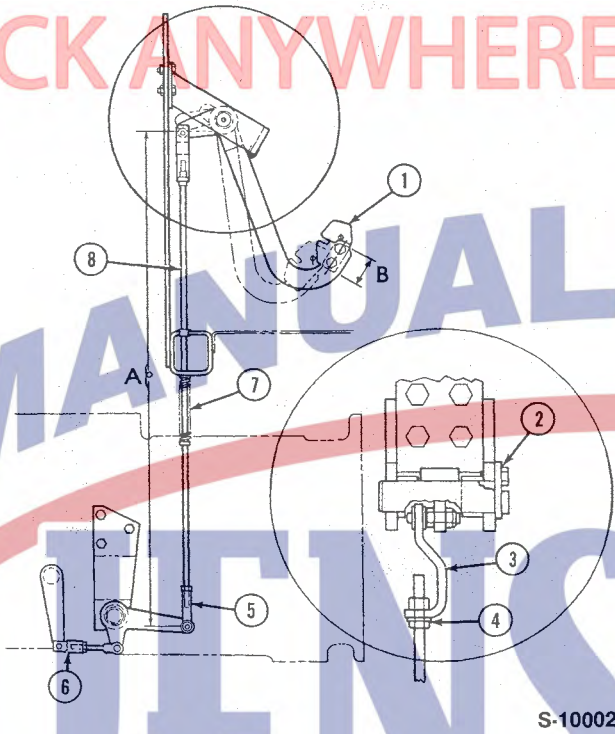


Figure 6
Clutch Linkage

- | | |
|--------------------------|-------------------------------|
| A. 34.60 in. (878.84 mm) | 4. Drop Rod Adjuster |
| B. 1.6 in. (40.6 mm) | 5. Drop Rod Lower Clevis |
| 1. Clutch Pedal | 6. Pedal Free Travel Adjuster |
| 2. Clutch Pedal Pivot | 7. Return Spring |
| 3. Clutch Rod Top Clevis | 8. Drop Rod |

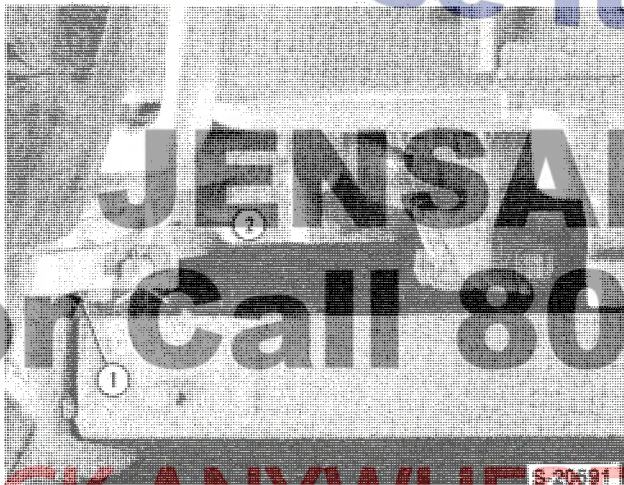
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Figure 8
Hand Parking Brake Removal

- | | |
|---------------------------------|-----------------------|
| 1. Parking Brake Lever Assembly | 4. Cable Conduit |
| 2. Actuating Cables (2) | 5. Mounting Bolts (4) |
| 3. Cable Actuating Links (2) | |



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Figure 7
Differential Lock Linkage

- | | |
|--------------------------------------|---|
| 1. Differential Lock Actuating Lever | 2. Differential Lock Pedal Connecting Rod |
|--------------------------------------|---|

- Disconnect the power steering lines at the left hand side of the tractor, Figure 9.
- Disconnect the foot throttle actuator rod connector from the lever, Figure 10. Disconnect the ground cable from the rear axle cover.

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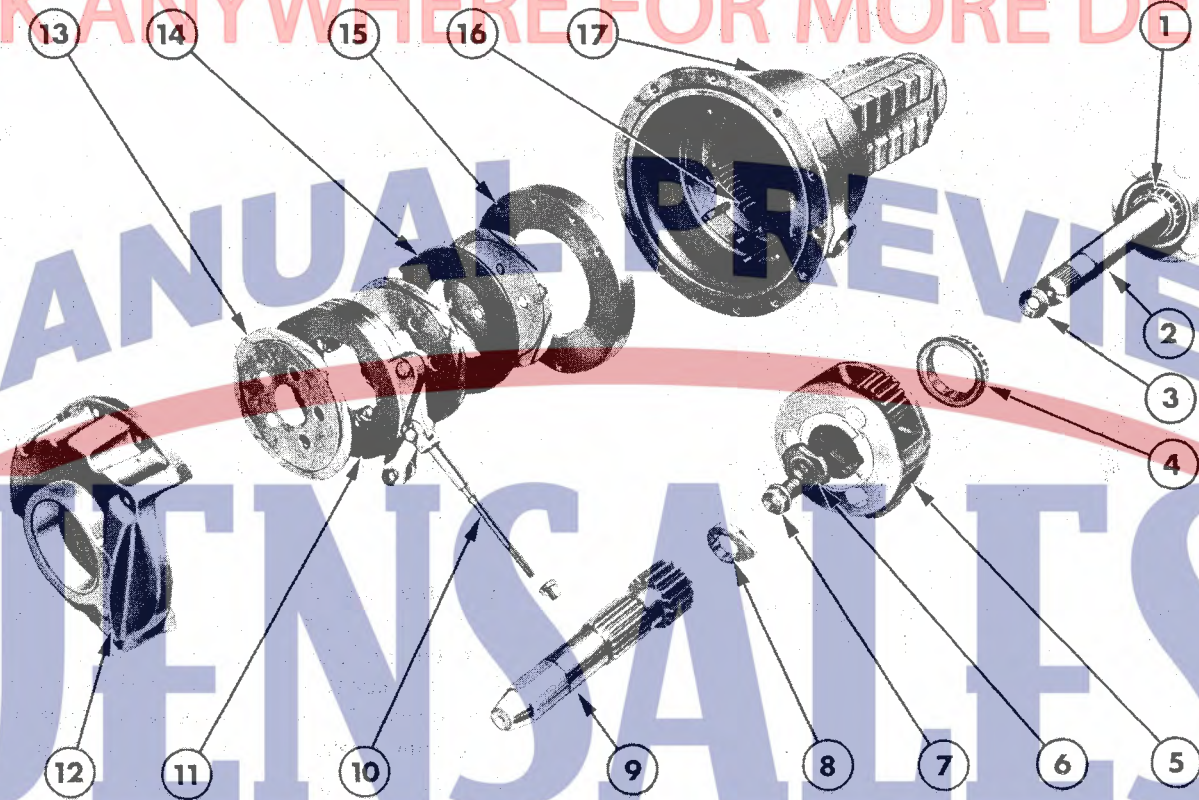


Figure 4
Axle Housing Assembly

- | | | | |
|-----------------------------|-------------------------|---------------------------|-------------------------|
| 1. Axle Shaft Outer Bearing | 6. Retaining Washer | 11. Brake Actuating Discs | 15. Outer Brake Housing |
| 2. Axle Shaft | 7. Retaining Bolt | 12. Inner Brake Housing | 16. Ring Gear |
| 3. Spacer | 8. Lock Plate | 13. Rotating Brake Discs | 17. Axle Housing |
| 4. Bearing | 9. Sun Gear and Shaft | 14. Fixed Brake Discs | |
| 5. Planet Gear Carrier | 10. Brake Actuating Rod | | |

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the outer surface of the axle housing. Lifting the housing will result in a reading on the dial indicator. This is the free movement between the inner and outer bearing cone and roller assemblies and their cups.

d. To determine the correct bearing pre-load spacer, subtract the reading obtained from the spacer size fitted (0.089 in. (2.261 mm)), and select the correct spacer from the following table.

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For disassembly of the circuit relief valves, refer to the "System Relief Valve Disassembly" as they are basically the same.

NOTE: Before removing the relief valves, they should be tagged and identified as to which valve section and end they are installed. See Figure 173 and 174.

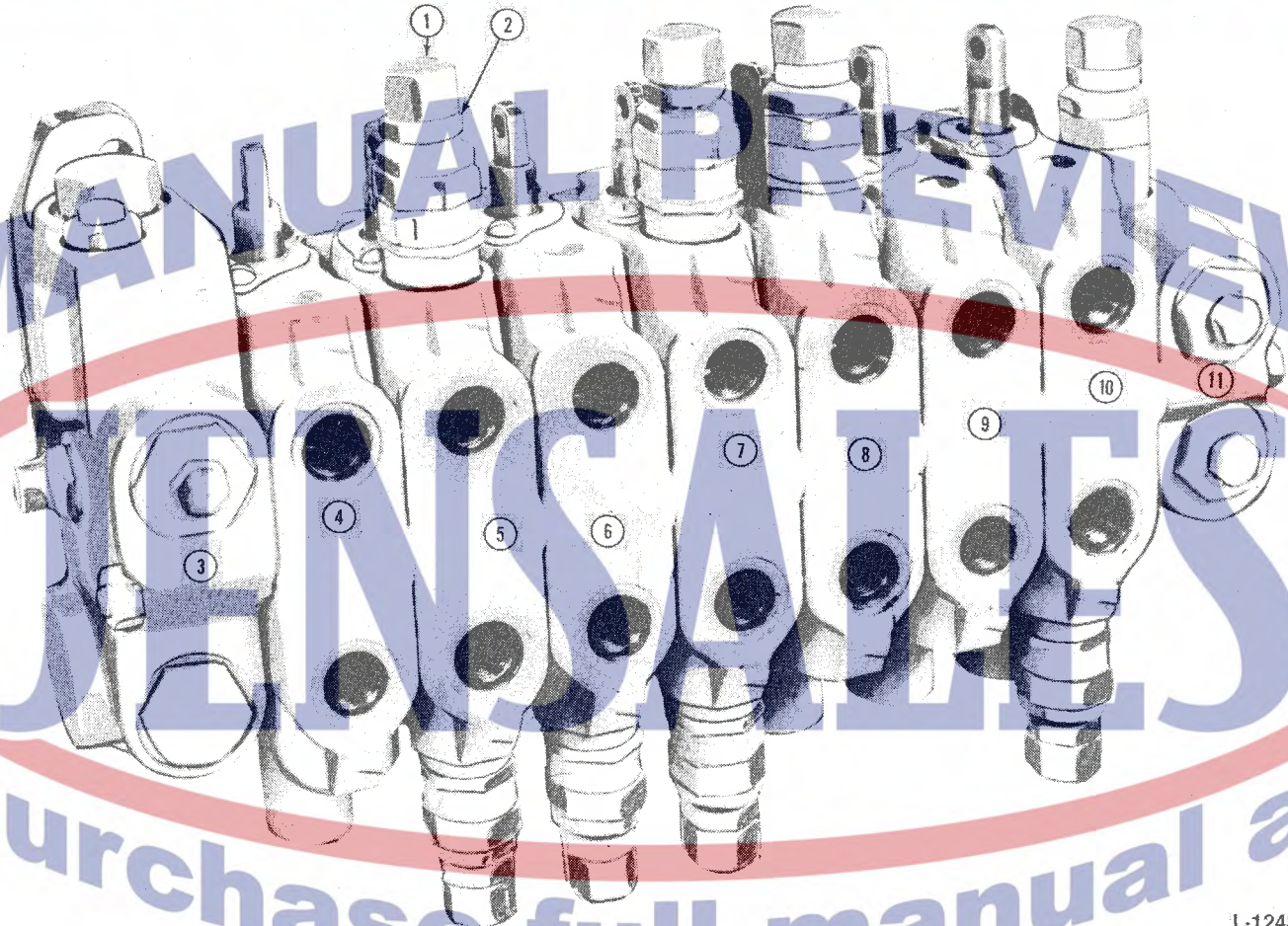


Figure 173

Four Lever Control Valve Stacking Showing
Circuit Relief Valve Locations
(15 Ft. Model Shown)

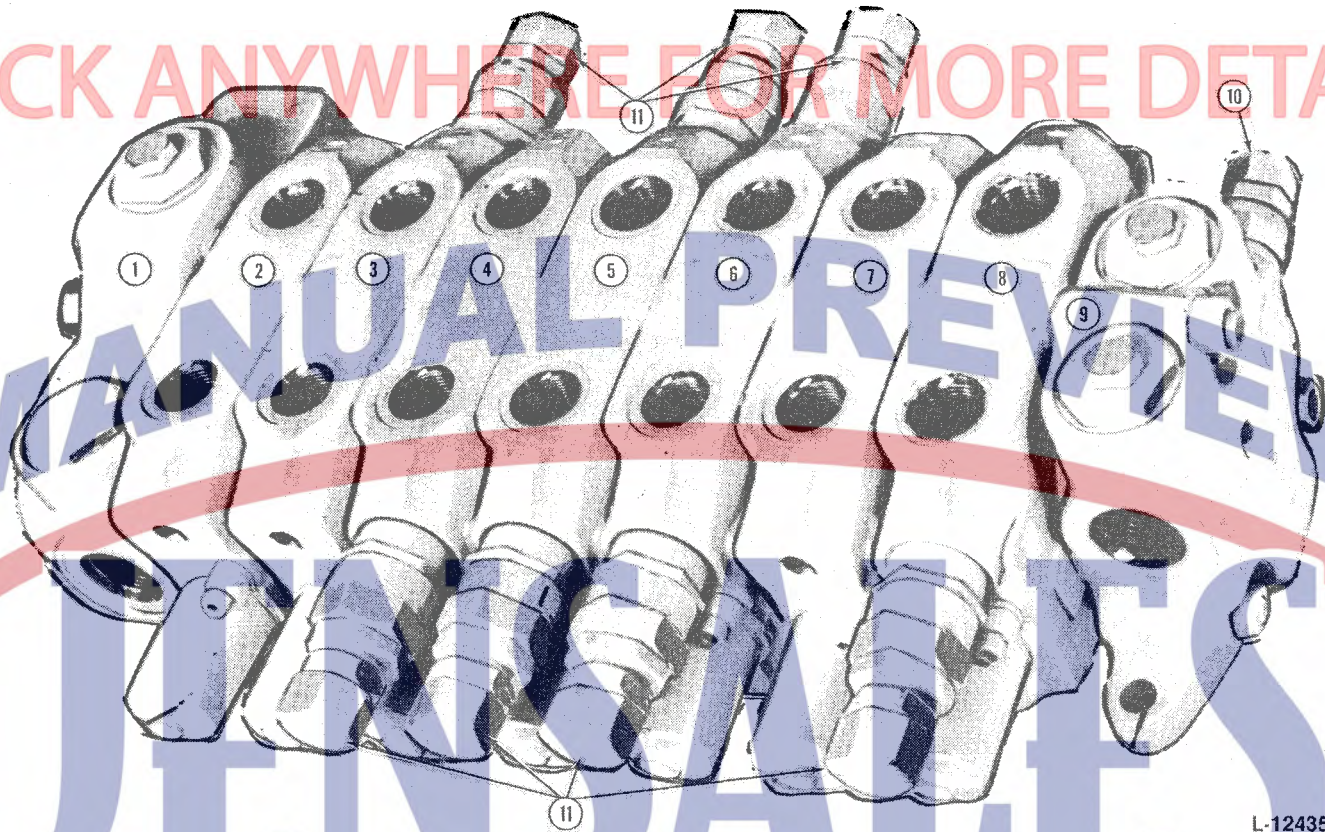
1. Circuit Relief Valve Adjusting Cap
2. Locknut
3. Outlet End Cover
4. Right Stabilizer Section
5. Swing Section
6. Bucket Section
7. Lift Section
8. Crowd Section
9. Left Stabilizer Section
10. Extendible Dipstick Section
11. Inlet End Cover

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Figure 174
Control Valve Stacking — Two Lever Controls
Circuit Relief Valve Locations

1. Outlet End Cover
2. Right Stabilizer Section
3. Crowd Section
4. Bucket Section
5. Swing Section
6. Lift Section
7. Left Stabilizer Section
8. Extendible Dipstick Section
9. Inlet End Cover
10. Main Relief Valve
11. Circuit Relief Valves

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