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MANUAL PREVIEW

Ford

Service Manual

**230A, 231, 335, 340, 340A,
340B, 420, 445, 445A, 515,
530A, 531, 532, 535, 540,
540A, 540B, 545 & 545A**

Volume 1 of 2

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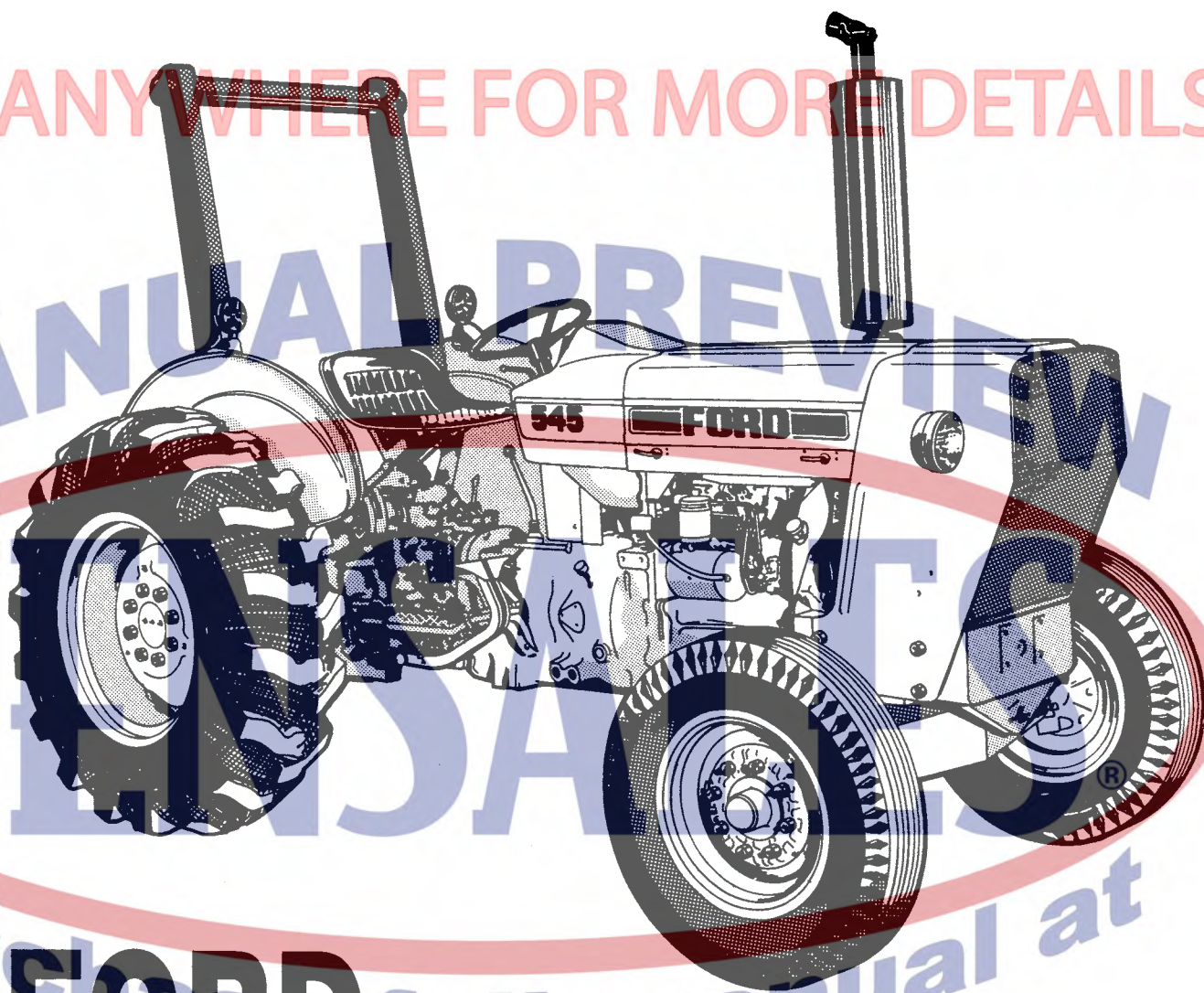
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Service Manual

FO-S-230A,231+

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Repair Manual

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MANUAL PREVIEW

FOREWORD

This repair manual provides information for the proper servicing and overhaul of Ford Industrial Tractor Models and is an essential publication for all service personnel carrying out repairs and maintenance procedures.

The Industrial Tractor Models covered were produced in 1975 through 6/83. Special service instructions are identified by tractor model number or applicable production dates throughout the text.

The Manual is divided into twelve PARTS each sub-divided into Chapters. Each Chapter contains information on general operating principles, detailed inspection and overhaul and, where applicable, trouble shooting, special tools and specifications.

The material contained in this Manual was correct at the time of going to print but Ford policy is one of continuous improvement and the right to change prices, specifications, equipment or design at anytime without notice is reserved. All data in this Manual is subject to production variations, so overall dimensions and weights should be considered as approximately only and the illustrations do not necessarily depict the unit to standard build specification.

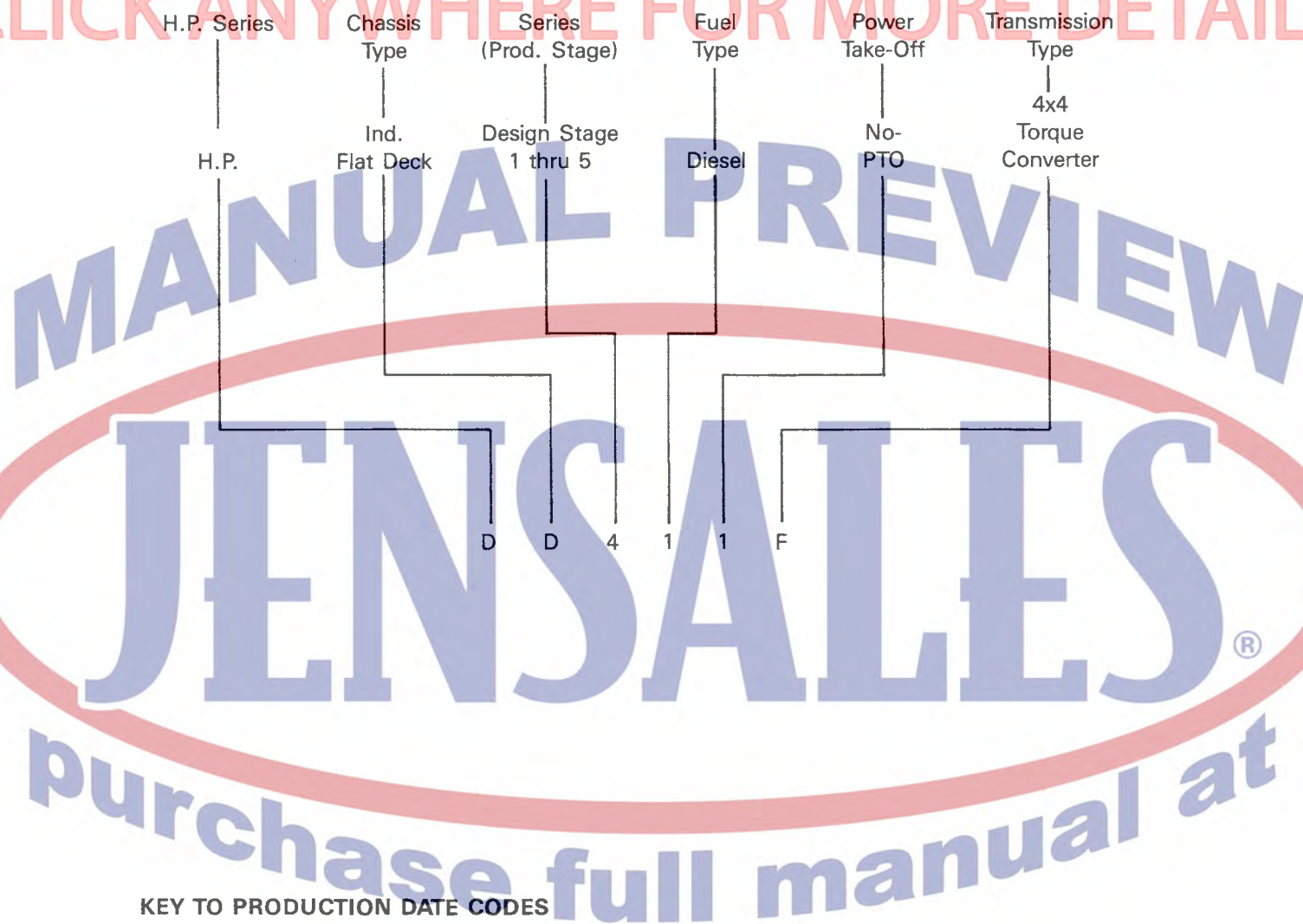
TRACTOR OPERATIONS
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MODEL NUMBER — CODE

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KEY TO PRODUCTION DATE CODES

First Number YEAR	First Letter MONTH	Second Number DAY OF MONTH	Second Letter PRODUCTION SHIFT
5 — 1975	A—Jan H—Aug.	01-32	A—Midnight
6 — 1976	B—Feb. J—Sept.		B—Day
7 — 1977	C—March K—Oct.		C—Afternoon
8 — 1978	D—April L—Nov.		
9 — 1979	E—May M—Dec.		
0 — 1980	F—June		
1 — 1981	G—July		

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PART 1

ENGINE SYSTEMS

Chapter 1

ENGINES AND LUBRICATION SYSTEM

Section		Page
A.	DESCRIPTION AND OPERATION	1
B.	CYLINDER HEAD, VALVES, AND RELATED PARTS	5
C.	ENGINE FRONT COVER AND TIMING GEARS	13
D.	OIL PAN AND OIL PUMP	18
E.	CONNECTING RODS, BEARINGS, PISTONS, AND CYLINDER BLOCK ..	21
F.	MAIN BEARINGS, FLYWHEEL, AND CRANKSHAFT	28
G.	CAMSHAFT	35

Chapter 2

COOLING SYSTEM

Section		Page
A.	COOLING SYSTEM—DESCRIPTION AND OPERATION	37
B.	COOLING SYSTEM—OVERHAUL	38
C.	WATER PUMP	42

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Chapter 3
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TROUBLE SHOOTING, SPECIFICATIONS AND
SPECIAL TOOLS

Section		Page
A.	TROUBLE SHOOTING	49
B.	SPECIFICATIONS	53
C.	SPECIAL TOOLS	63

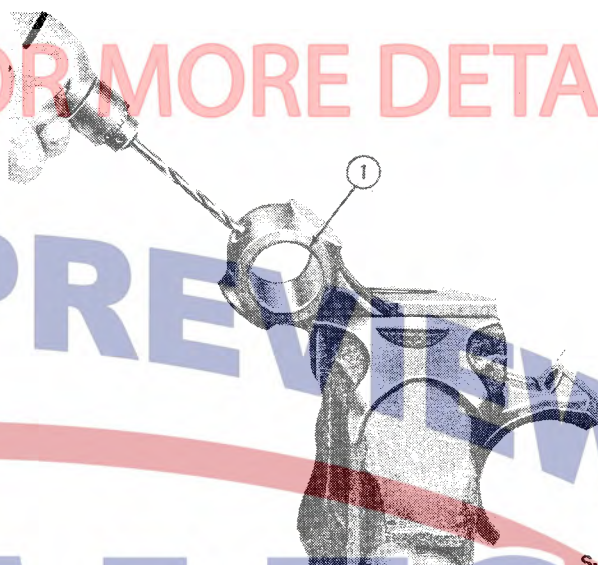


S-228

Figure 42

Checking Piston Ring Side Clearance

1. Feeler Gauge
2. New Piston Ring



S-231

Figure 44

Connecting Rod Bushing Installed

1. Connecting Rod Bushing



S-230

Figure 43

Connecting Rod Bushing Removal and Installation

1. Connecting Rod
2. Handle — Tool No. 9514
3. Adapter

7. Use an expansion reamer to ream the bushing to obtain the specified bushing-to-piston-pin clearance.

8. Check the connecting rod and main bearing clearances as described in this Chapter. If the bearing clearances exceed the specified limits, (see "Specifications" — Chapter 3), then install new bearings as described in the CRANKSHAFT section of this Chapter.

9. Clean and inspect the cylinder block. Rust around the core plugs indicates leakage and new plugs should be fitted with suitable sealant.

10. Inspect and measure the cylinder bores for waviness, scratches, scuffing, out of round, wear and taper. A wavy cylinder wall has a series of parallel lines or rings worn around the cylinder, within the ring travel area. These irregularities can be felt by running a finger over the surface. A scuffed cylinder can be identified by discolored areas. Out-of-roundness, wear and taper can only be detected with a cylinder bore gauge. Measure lengthwise and crosswise to obtain dimensions 'A', 'B', 'C' and 'D', Figure 45. Dimension 'A' compared with 'B', and Dimension 'C' compared with 'D', indicates taper

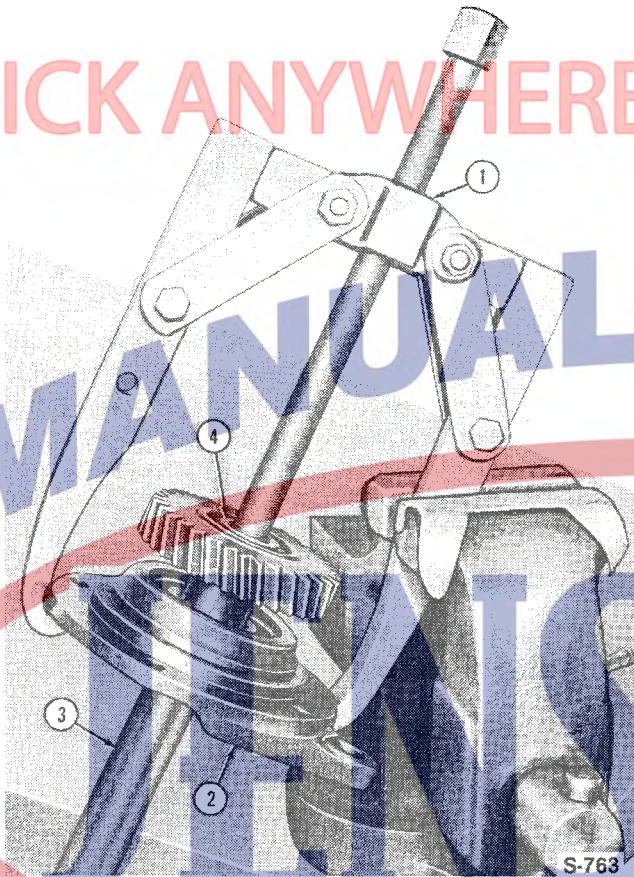


Figure 197

Installing Input Shaft in Retainer Plate
(I.P.T.O. and No P.T.O.)

1. Tool No. 9516
2. Retainer Plate
3. Input Shaft
4. Tool No. 9212-4

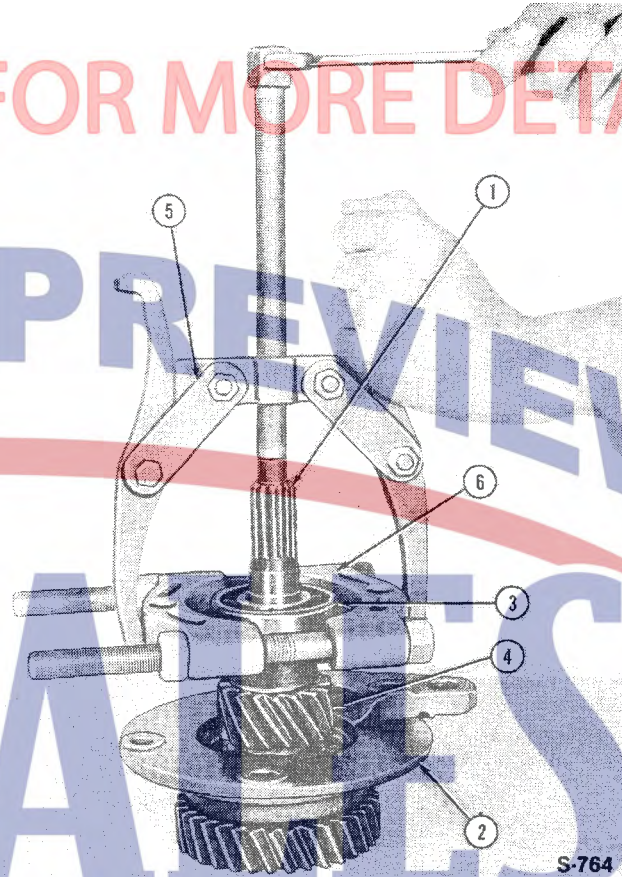


Figure 198

Input Shaft Front Bearing - Removal
(Transmission P.T.O.)

1. Input Shaft
2. Retainer Plate
3. Front Bearing
4. P.T.O. Input Gear
5. Tool No. 9198
6. Tool No. 9190

Transmission P.T.O.:

1. Inspect the front bearing on the input shaft for wear or damage. If necessary, remove the bearing, as shown in Figure 198. Remove the P.T.O. input gear after removing the bearing.
2. Remove the inner snap ring from the input shaft and press the shaft from the retainer plate, as shown in Figure 199.
3. Inspect the bearing in the retainer plate for wear or damage. If necessary, remove the outer snap ring and drive the bearing from the retainer using Tool No. 9211-15 and a soft-faced mallet. Install a new bearing using Tool No. 9211-17. Secure the bearing in place by installing the outer snap ring.
4. Inspect the pilot bearing in the rear of the input shaft for wear or damage. If necessary, drive the bearing from the shaft in the same manner as illustrated for Independent P.T.O., see Figure 196. Install a new bearing using Tool No. 9211-15 and a soft-faced mallet.
5. Insert the input shaft through the retainer plate, as shown in Figure 197.
6. Place the P.T.O. input gear on the input shaft, being sure the gear teeth are toward the retainer. Place the front bearing on the shaft and drive it into place with a sleeve of the appropriate diameters, 1-3/16 in. I.D. (30.2 mm) and 1-3/4 in. O.D. (44 mm).

PART 5

TRANSMISSION SYSTEMS

Chapter 6

4 X 4 TORQUE CONVERTER DRIVE SYNCHROMESH TRANSMISSION

Section	Page
A. 4 X 4 TORQUE CONVERTER DRIVE SYNCHROMESH TRANSMISSION—DESCRIPTION AND OPERATION	183
B. INTRODUCTION TO OVERHAULING THE TRANSMISSION	201
C. COMPONENTS SERVICED WITHOUT SEPARATING THE TRACTOR	201
D. FRONT END OVERHAUL	206
E. REAR END OVERHAUL	213
F. COMPLETE TRANSMISSION OVERHAUL	216
G. COMPONENT OVERHAUL	221
H. TROUBLE SHOOTING	234
I. SPECIFICATIONS AND SPECIAL TOOLS	239

A. 4 x 4 TORQUE CONVERTER DRIVE SYNCHROMESH TRANSMISSION — DESCRIPTION AND OPERATION

GENERAL

Reference — Figure 283

The transmission consists of a 2.78:1 ratio torque converter, an internal gear type hydraulic pump, an oil distributor, modulator valve, dump valve, two hydraulically operated clutch assemblies, a 4 x 4 partially synchronized constant mesh gearbox, transmission case and cooler tubes.

The transmission incorporates two shift levers; a gearshift lever (3), Figure 284, and a column mounted power reversing lever (1). The gearshift lever is used to select any of four gear ratios. The power reversing lever is used to select either forward or reverse travel.

The transmission is synchronized in 3rd and 4th (transport) gear ratios. This allows upshifting from 2nd to 3rd, and 4th gears plus downshifting from 4th to 3rd gears without stopping the tractor. The tractor must be stopped to upshift from 1st to 2nd gears and when downshifting from 3rd to 2nd or 1st gears.

The power reversing lever (1), Figure 284, can be shifted at any engine RPM, however for safe, smooth direction change, the engine RPM should be allowed to slow down. This can be easily controlled by using the foot throttle to control engine speed.

The transmission receives power from the engine by means of oil reaction in the torque converter and hydraulic clutch assemblies.

The front clutch provides power for forward travel and the rear clutch power for reverse travel. Engagement of the front or rear clutch is controlled by the operator through the movement of the power reversing lever (1), Figure 284.

The gearshift lever (3), shown in Figure 284, is used to select any of the four gear ratios as shown in the gearshift pattern, Figure 285.

As a safety feature, the transmission incorporates a neutral start switch (5), Figure 284, wired in series with the starting circuit. The switch allows the engine to start only when the gearshift lever is in the neutral position. It is recommended the power reversing lever also be in neutral before starting the engine.

PART 6

POWER TAKE-OFF

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Chapter 1

TRANSMISSION P.T.O. AND LIVE P.T.O.— FORD 230A-530A-340A-540A-445 AND 545

Section	Page
A. DESCRIPTION AND OPERATION	1
B. P.T.O. REAR SHAFT ASSEMBLY—OVERHAUL	3
C. P.T.O. SELECTOR LEVER—OVERHAUL	4

Chapter 2

INDEPENDENT P.T.O.— FORD 340A-540A-445 AND 545

Section	Page
A. I.P.T.O.—DESCRIPTION AND OPERATION	5
B. I.P.T.O. PRESSURE REGULATING VALVE AND CONTROL VALVE—PRESSURE TESTS	9
C. I.P.T.O. PRESSURE REGULATING VALVE—OVERHAUL	10
D. I.P.T.O. CONTROL VALVE—OVERHAUL	11
E. I.P.T.O. CLUTCH ASSEMBLY—OVERHAUL	13
F. I.P.T.O. SHAFT—OVERHAUL	16

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Chapter 3

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TROUBLE SHOOTING, SPECIFICATIONS AND SPECIAL TOOLS

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Section	Page
A. TROUBLE SHOOTING	19
B. SPECIFICATIONS	22
C. SPECIAL TOOLS	22

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PART 7

REAR AXLE AND BRAKES

CLICK ANYWHERE FOR MORE DETAILS

Chapter 1

REAR AXLE AND BRAKES — FORD 230A AND 530A

Section	Page
A. DESCRIPTION AND OPERATION	1
B. REAR AXLE SHAFT ASSEMBLY—OVERHAUL	4
C. WHEEL BRAKE ASSEMBLY—OVERHAUL	7
D. DIFFERENTIAL AND DIFFERENTIAL LOCK—OVERHAUL	9
E. DRIVE PINION ASSEMBLY—OVERHAUL	14
F. TRANSMISSION HANDBRAKE ASSEMBLY—OVERHAUL	17
G. BRAKE PEDALS AND LINKAGE—OVERHAUL	20
H. ADJUSTMENTS	22

Chapter 2

REAR AXLE AND BRAKES—FORD 340A, 540A, 445, and 545

Section	Page
A. DESCRIPTION AND OPERATION	27
B. REAR AXLE SHAFT ASSEMBLY—OVERHAUL	31
C. PLANETARY GEAR ASSEMBLY AND AXLE HOUSING—OVERHAUL ..	34
D. DISC BRAKE ASSEMBLY—OVERHAUL	37
E. DIFFERENTIAL AND DIFFERENTIAL LOCK ASSEMBLY—OVERHAUL .	39
F. DRIVE PINION ASSEMBLY—OVERHAUL	41
G. TRANSMISSION HANDBRAKE ASSEMBLY—OVERHAUL	43
H. BRAKE PEDALS AND LINKAGE—OVERHAUL	44
J. ADJUSTMENTS	45

Chapter 3

SPECIFICATIONS AND SPECIAL TOOLS

CLICK ANYWHERE FOR MORE DETAILS

Section	Page
A. SPECIFICATIONS	49
B. SPECIAL TOOLS	52

PART 8
STEERING SYSTEMS

Chapter 1
MANUAL STEERING GEAR
FORD 230A

Section	Page
A. STEERING GEAR—DESCRIPTION AND OPERATION	1
B. STEERING GEAR—OVERHAUL	3

Chapter 2
POWER ASSISTED STEERING—
FORD 230A and 530A

Section	Page
A. POWER ASSISTED STEERING—DESCRIPTION AND OPERATION	9
B. POWER ASSISTED STEERING GEAR—OVERHAUL	14
C. POWER ASSISTED STEERING CYLINDERS—OVERHAUL	22

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Chapter 3
HYDROSTATIC STEERING SYSTEM—
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FORD 340A-540A-445 and 545

Section	Page
A. HYDROSTATIC STEERING SYSTEM—DESCRIPTION AND OPERATION	23
B. HYDROSTATIC STEERING SYSTEM—OVERHAUL	27
C. HYDROSTATIC STEERING SYSTEM CYLINDER—OVERHAUL	38

PART 9

FRONT AXLE

Chapter 3

FORD 445A AND 545A FRONT WHEEL DRIVE ASSEMBLIES

Section	Page
A. FRONT AXLE ASSEMBLY — DESCRIPTION AND OPERATION	19
B. FRONT AXLE ASSEMBLY — REMOVAL AND INSTALLATION	21
C. FRONT AXLE ASSEMBLY — OVERHAUL	23
D. FRONT GEAR BOX — DESCRIPTION AND OPERATION	33
E. FRONT GEAR BOX — OVERHAUL	33
F. TRANSFER CASE — DESCRIPTION AND OPERATION	35
G. TRANSFER CASE — OVERHAUL	36
H. DRIVE SHAFT — OVERHAUL	39
I. TOE-IN ADJUSTMENT	41

PART 9 — CHAPTER 3

A. FRONT AXLE ASSEMBLY — DESCRIPTION AND OPERATION

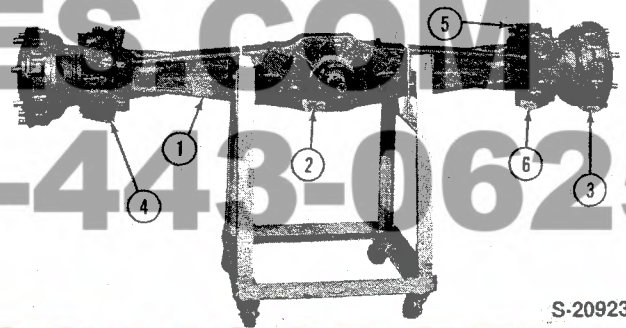
The front wheel drive axle (1), Figure 23, is of cast steel construction and pivots about its center to permit articulation when the tractor is traveling over rough terrain.

The front axle consists of a centrally located differential (2), Figure 23, mounted in the cast steel axle and two wheel hub assemblies. Each wheel hub assembly (3) contains a final planetary reduction gear set consisting of three planetary gears, ring gear and a sun gear. The wheel hub is mounted on a swivel casing (4) which connects to the axle by two swivel pins (5 and 6).

The drive to the front axle is transmitted from the rear axle pinion, through a transfer gearbox assembly (1), Figure 24, mounted to the bottom of the rear axle housing center case. A drive shaft assembly (2), Figure 24, connects the transfer gear case to the front gearbox (3) mounted to the front axle and drives the front axle differential. The drive to the wheel hubs is transferred from the differential by axle shafts located one on each side of the differential which engage with the planetary reduction gear set in each wheel hub assembly.

The front wheel drive is engaged and disengaged by a control lever (1), Figure 25, connected to a coupling in the transfer gearbox assembly (1), Figure 26.

Overhaul of the final planetary drive, wheel hub bearings, swivel casing pin bearings and axle shafts can be performed with the axle installed on the unit. Overhaul of the differential assembly requires removing the axle assembly from the tractor.



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Figure 23
Front Wheel Drive Axle — Model 445 and 545
Tractors

- | | |
|-----------------------|----------------------|
| 1. Axle | 4. Swivel Casting |
| 2. Differential Assy. | 5. Pivot Pin (Upper) |
| 3. Wheel Hub Assy. | 6. Pivot Pin (Lower) |

PART 10

HYDRAULIC SYSTEM

CLICK ANYWHERE FOR MORE DETAILS

Chapter 1

HYDRAULIC SYSTEM CIRCUITS

Section	Page
A. HYDRAULIC SYSTEM CIRCUIT — DESCRIPTION AND OPERATION ..	1
B. HYDRAULIC POWER LIFT — DESCRIPTION AND OPERATION	12
C. HYDRAULIC LIFT CYLINDER ASSEMBLY — OVERHAUL	16
D. HYDRAULIC LIFT COVER ASSEMBLY — OVERHAUL	22
E. FLOW CONTROL VALVE PLATE AND LINKAGE — DESCRIPTION AND OPERATION	31
F. OIL FILTER SUPPORT ASSEMBLY — OVERHAUL	34
G. OIL COOLER AND OIL COOLER VALVE ASSEMBLY — DESCRIPTION AND OPERATION	34

Chapter 2

HYDRAULIC PUMPS

Section	Page
A. HYDRAULIC PUMP—ENGINE MOUNTED PISTON TYPE — DESCRIPTION AND OPERATION	37
B. HYDRAULIC PUMP—ENGINE MOUNTED PISTON TYPE — OVERHAUL	38
C. HYDRAULIC PUMP—ENGINE MOUNTED GEAR TYPE — DESCRIPTION AND OPERATION — FORD 230A AND 530A	44
D. HYDRAULIC PUMP—ENGINE MOUNTED GEAR TYPE — OVERHAUL — FORD 230A AND 530A	46
E. HYDRAULIC PUMP—TRANSMISSION MOUNTED GEAR TYPE — DESCRIPTION AND OPERATION	51
F. HYDRAULIC PUMP—TRANSMISSION MOUNTED GEAR TYPE — OVERHAUL	53

Chapter 3

ADJUSTMENTS

CLICK ANYWHERE FOR MORE DETAILS

Section	Page
A. HYDRAULIC SYSTEM ADJUSTMENTS	55

PART 11

SEPARATING THE TRACTOR

Chapter 1

SEPARATING THE TRACTOR— FORD 230A and 530A

Section		Page
A.	SEPARATING THE TRACTOR BETWEEN THE TRANSMISSION AND THE REAR AXLE ASSEMBLY	1
B.	SEPARATING THE TRACTOR BETWEEN THE ENGINE AND THE TRANSMISSION	2
C.	SEPARATING THE TRACTOR BETWEEN THE FRONT AXLE ASSEMBLY AND THE ENGINE	3

Chapter 2

SEPARATING THE TRACTOR— FORD 340A, 540A, 445 and 545

Section		Page
A.	SEPARATING THE TRACTOR BETWEEN THE TRANSMISSION AND THE REAR AXLE ASSEMBLY	5
B.	SEPARATING THE TRACTOR BETWEEN THE ENGINE AND THE TRANSMISSION	6
C.	SEPARATING THE TRACTOR BETWEEN THE FRONT AXLE AND THE ENGINE	9

Chapter 3

SPECIFICATIONS AND SPECIAL TOOLS

Section		Page
A.	TORQUE SPECIFICATIONS	11
B.	SPECIAL TOOLS	11

PART 12

WHEELS AND TIRES

Chapter 1

DESCRIPTION AND SPECIFICATIONS

Section	Page
A. General	1
B. Wheels and Tires	2
C. Wheel Tread	4
D. Wheel Nut Torque Specifications	4
E. Tire Size Options and Inflation Pressures	4

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