Ford 4000 Tractor Service Repair Shop Manual Workshop 1965-1975

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This is the complete service repair workshop manual for Ford tractor models 2000, 3000, 3400, 3500, 3550, 4000, 4400, 4500, 5000, 5500, 5550 and 7000. This manual contains all the information you need to properly perform complex repairs on the entire tractor, including overhauling the diesel and gasoline petrol engines. NOTE: Detailed information on the fuel injection pump is not provided. As in the original manual, there are only a few pages covering removal and installation of the fuel injection pump. There is however detailed repair information covering the injectors for diesel engine, and carburetors for gasoline petrol engine. - Repair Service Work Shop Manual Ford Agricultural Farm, Utility and Industrial Tractors 1965-1975: 913-Pages, 17-Sections For do it yourself servicing, teardowns, repairs, overhauls and adjustments. The pages are clear and clean, pictures are great with detail, alot of detailed repair information in this technical manual. This is just like the original 913 page factory paper manual made for these Ford Agricultural Farm, Utility and Industrial Tractors, the only difference is this one is not paper, and doesnt need to be shipped. No wasted time waiting for a paper book or CD to arrive in the mail. You get it right away! Like the paper manual, it has many sections that are neatly organized in Adobe Acrobat, very clean, sharp images that are scalable to several times normal size. There are tons of illustrations, specifications, pictures, step-by-step instructions, etc. Zoom it, print it, save it, close it. Print a few pages at a time, as you need; no need to lug that bulky binder around anymore! No need to worry about stained, torn or missing pages. There are 17 main sections; each section is indexed and bookmarked for fast & easy navigation. Each section covers a different area of the machine. Section Index Part 1 - Engine Systems Part 2 - Fuel Systems Part 3 - Electrical System Part 4 - Clutches Part 5 - Four-Speed Transmission Part 6 - Six-Speed Transmission Part 7 - Seven and Eight-Speed Transmission Part 8 -Select O Speed Transmission Part 9 - Power Take Off (PTO) Part 10 - Rear Axle and Brakes Part 11 -Hydraulic Systems Part 12 - Steering Systems Part 13 - Front Axle Part 14 - Wheels and Tires / Tyres Part 15 - Separating the Tractor Part 16 - Accessories and General Part 17 - Tractor Maintenance Schedule Once you buy the manual, you will get a link in your email, then just go download it, view it,

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9N-2N, it had many improvements. The paint colors were changed to a bright red with lighter gray sheet metal, which earned it the nickname redbelly. The bolt circle of the wheel lug nuts was much smaller than the 9N and 2N. Horsepower went up due to an increase in compression ratio from 6.1 to 6.5. The new transmission was a 4 speed with all helical cut gears. Position control, a much needed feature on the 3 point lift, was added to the hydraulic system. A small lever on the right side under the seat switched the system between position and draft control. The brake system was improved and made easier to service by the addition of removable drums. Both brake pedals were now next to each other on the right side. Steering gears were changed to a ball nut and sector shaft type for easier steering and backlash adjustment. Running boards were added. The hood had a screened air intake on the right rear side and the Ford script was embossed into the hood sides. The steering wheel was higher than the 9N-2N models. The Ford Golden Jubilee NAA was made from late 1952, through 1954. In late 1952 Ford introduced the all new, completely redesigned NAA series tractor for 1953 which marked the end of 8N production and started a new chapter in Ford tractor history. 1953 was Fords 50th anniversary, so the new tractor was called the Golden Jubilee in celebration of that event. The NAA - Jubilee had a more powerful 134 cubic inch overhead valve engine, live hydraulics, and redesigned front sheet metal with the cyclops medallion in the center of the hood. It is slightly taller, longer, and heavier than the 8N. The one hundred series tractors, model 600 700 800 and 900 were made from 1954 to 1957. In late 1954 Ford introduced the new expanded line up of the hundred series tractors for 1955. First came the 600 and 800 models followed by the 700 and 900 models. The 600 series was basically the 134 cubic inch NAA with a few updates. The hydraulic lift was improved and the rear axles were redesigned as one piece to eliminate the separate axle and hub used on the 8N and NAA. The 800 series had a 172 cubic inch engine which provided a lot more power. Its hood was raised 2 inches to allow for a larger gas tank and the rear differential and housing was larger and stronger than the one on the 600 series. The 700 series was the row crop tricycle version of the 600 series and the 900 series was the row crop tricycle version of the 800. A wide front end option was available for the row crop tractors. Two transmission options were available, a standard 4 speed and a 5 speed that could be had with or without the two stage clutch live pto option. The model number identifies the tractor options within each series. For example, a model 640 tractor is a 600 series with a 4 speed transmission (non-live pto), hydraulics and a pto. The one hundred and one series tractors, model 501 601 701 801 and 901 were made from 1957 to 1962. In late 1957

Ford introduced another expanded line up for 1958 renamed the 01 series. These included the 501 (offset) 601, 701, 801, and 901 series tractors. Several improvements were made and new options such as power steering appeared. Horsepower increased across the line and the color schemes were changed. The 134 cubic inch gas or 144 cubic inch diesel engined 501,601, and 701 series became known as the Workmaster tractors and had an all red hood with gray only on the grille, fenders and wheels. They retained the earlier NAA-600 style grille. The 172 cubic inch gas or diesel engined 801 and 901 were known as the Powermaster tractors. Their paint scheme included a red hood center with gray sides and new egg crate style grille. All got a new medallion for the front of the hood and new styled rear fenders. The one thousand series tractors, model 2000 4000 and 6000 were made from 1962 to 1964. In 1962 Ford introduced the first Thousand series tractors, the 2000, 4000, and 6000. The 2000 and 4000 series tractors were basically the same as the 601 and 801 series tractors but with a slightly restyled grille that ended 10 years of the cyclops front emblem. The 6000 series was an all new and much larger 6 Select-O-Speed cylinder tractor. The thousand series tractors were painted the new Ford corporate blue color with a lighter gray trim and the familiar red and gray was gone except for a few red and buff industrial models. These models came equipped with either 134 cubic inch ci gasoline engine, the 144 cubic inch ci diesel engine, the 172 cubic inch ci gasoline engine, or LP gas, or 172 cubic inch ci diesel engine. All of which were 4-cylinder. Ford produced this series tractor in a variety of styles to appeal to agrigulture; Row crop, Offset, Utility, Orchard, Light Industrial, Low center of gravity LCG, and Heavy duty industrial.

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