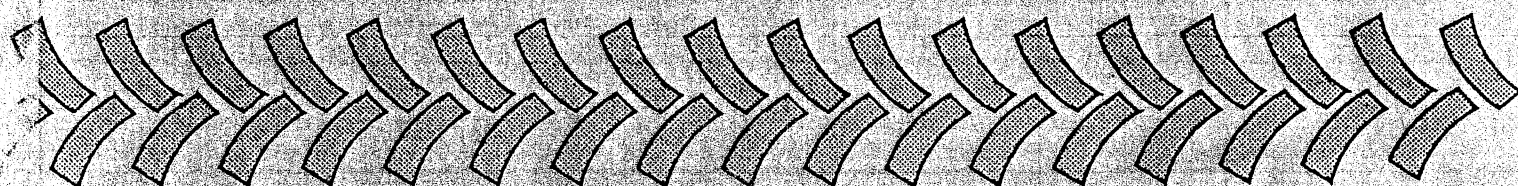
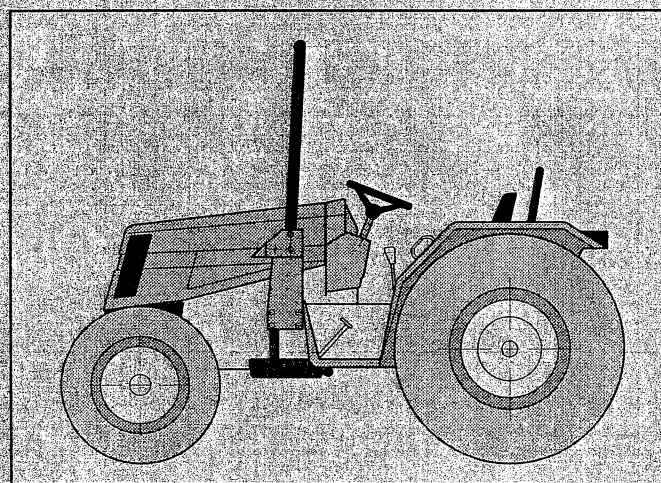


OPERATION AND MAINTENANCE

TRACTORS

SERIE 4000 SYNCHRO



SUMMARY

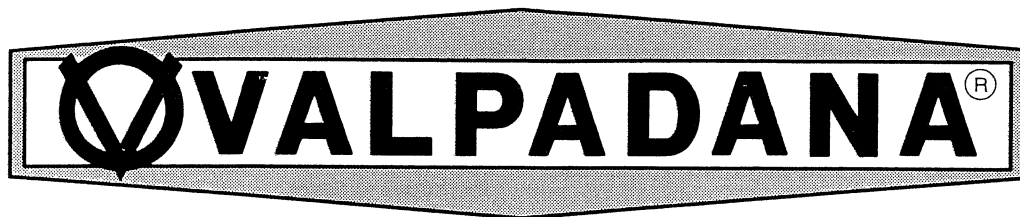
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Electrical system	46
Technical specifications	54
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EACH TRACTOR IS EQUIPPED WITH A COPY OF THIS MANUAL



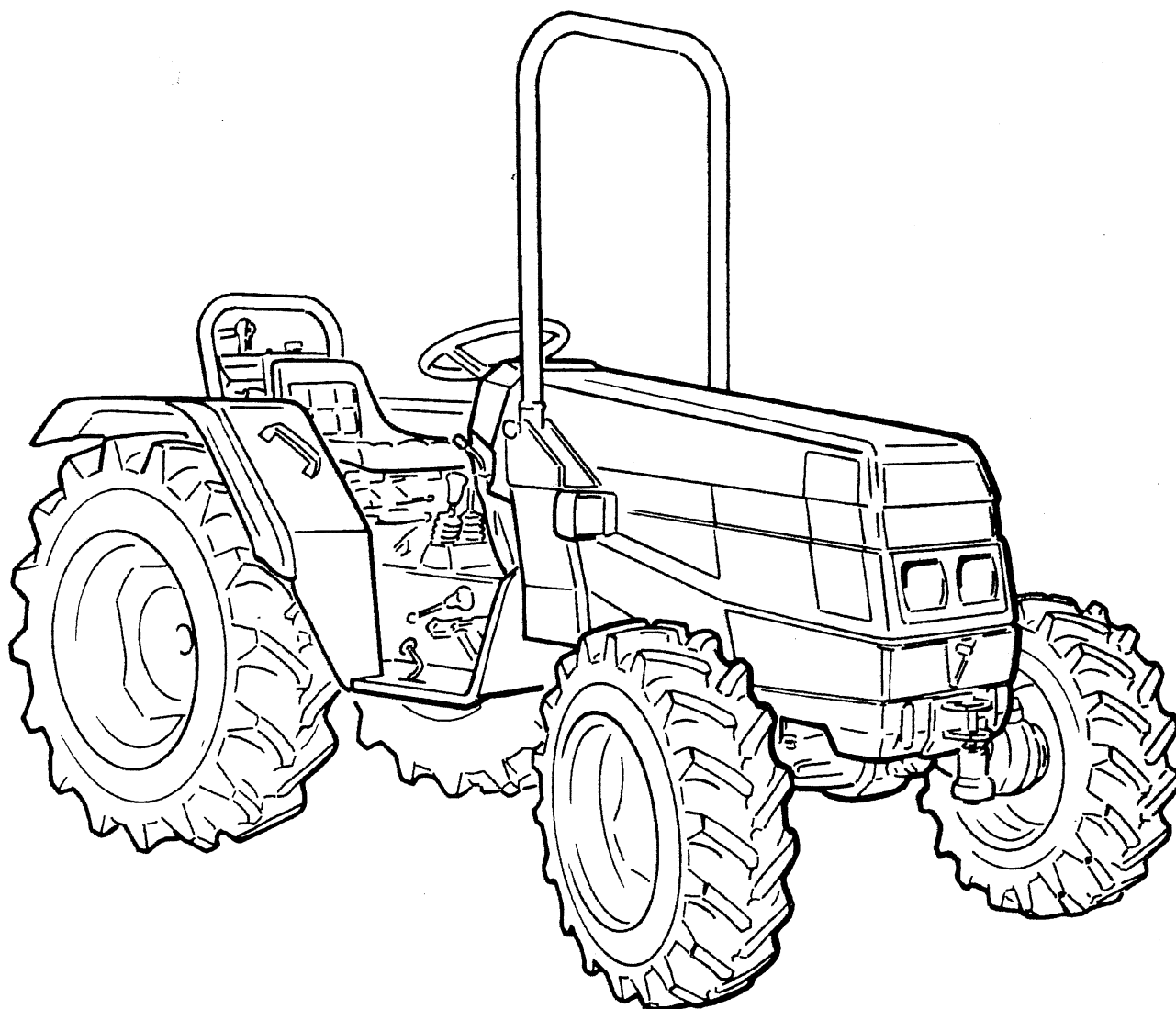
LOCAL PLANT OF LANDINI S.p.A

42018 S. MARTINO IN RIO (REGGIO EMILIA) ITALY - VIA LEMIZZONE, 1
TEL. (0522) 69.84.55 - FAX (0522) 69.59.11



TRACTOR
OPERATION
AND MAINTENANCE

4035 AND 4040
SYNCHRO



4000 SYNCHRO series

Introduction

INTRODUCTION

This manual has been written to provide the owner and user with safe and clear instructions on the operation and maintenance of the tractor and its accessory tools.

By carefully following the instructions in this manual, you will not only get many years of efficient and faithful service from your **VALPADANA** tractor, but will also find your work far easier.

Your dealer will give you operating and maintenance instructions when you take delivery of your new tractor, and will make sure that you fully understand all you need to know. If, however, you encounter difficulty in understanding any part of this manual, do not hesitate to get into touch with your nearest dealer to seek explanations. It is essential for you to fully understand and observe all the instructions in this manual. Carry out all daily maintenance checks. Perform all routine servicing operations at the intervals specified in accordance with the hour counter on the tractor meter.

If you need spare parts, use only genuine **VALPADANA** spares.

Remember that non-genuine parts can damage other components. To ensure that your spares are genuine **VALPADANA** items, always purchase them from an authorized **VALPADANA** dealer or spares outlet.

Valpadana tractors work in a tremendous variety of conditions the world over. **VALPADANA** cannot therefore give instructions to suit all potential conditions of use or perfectly accurate and up to date information on performance and efficiency. **VALPADANA** therefore accepts no responsibility for damage or loss deriving from the interpretation of information contained in this manual, nor for any error or omission herein. If your tractor is to be used in particularly heavy duty applications (e.g. in heavy clay soils or very muddy conditions), contact your dealer for specific instructions. Failure to do so, or failure to observe such instructions may invalidate your tractor's warranty.

Customers are strongly advised to refer any difficulties in operating or assistance only to authorized **VALPADANA** dealers. The **VALPADANA** dealership network is equipped and trained to provide assistance and to advise customers on how to use their tractors in special working conditions.

The names and addresses of **VALPADANA** dealers world-wide can be obtained by writing to the addresses on the following page.

NOTE: This manual has been written for world-wide distribution. Standard and optional equipment may vary from one national territory to another. Your local Valpadana dealer will be pleased to provide you with details of all optionals available in your area.

NOTE: Some illustrations in this manual have been taken from photographs of prototype tractors. Standard production models may differ in some minor details.

WARNING!: Some illustrations in this manual may show panels or guards removed. This is to make the illustrations clearer. Never operate the tractor unless all panels and guards are in position.



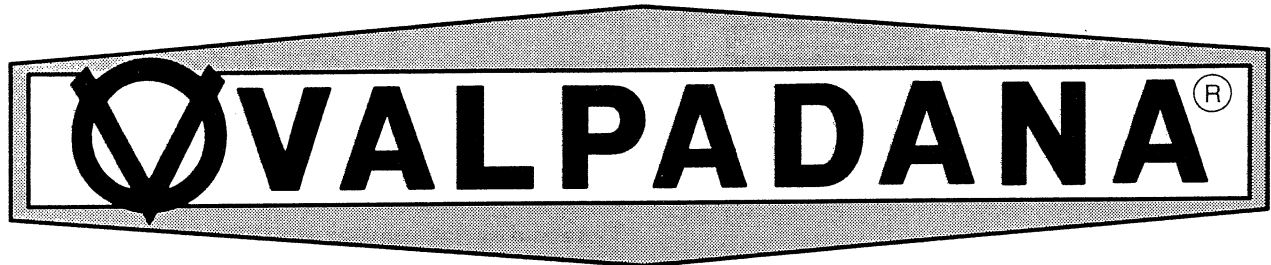
WARNING!

THIS SYMBOL IS USED THROUGHOUT THIS MANUAL IN ORDER TO DRAW YOUR ATTENTION TO DETERMINED OPERATIONS WHICH MUST BE CAREFULLY CARRIED OUT IN ORDER TO WORK IN SAFE CONDITIONS AND GUARANTEE ADEQUATE MACHINE MAINTENANCE.

NOISE LEVEL

According to directive EEC 86/188, we hereby give the noise levels (DbA) detected by the driver and measured in compliance with directive EEC 77/311 (annex II). Remember to wear adequate protections (ear muffs, headphones, etc.) to sensibly limit the noise level.

4000 SYNCHRO series tractor	EEC 77/311 Annex II (DbA)
4035	91
4040	—



**LOCAL PLANT OF LANDINI (S.p.A.)
42018 - S. MARTINO IN RIO (R.E.)
VIA LEMIZZONE, 1 - ITALIA**

WARRANTY, PRE-DELIVERY INSPECTION, AND DELIVERY

New **VALPADANA** products purchased through authorized dealers are guaranteed against defects in materials and construction within certain limits.

As this manual is written for world-wide distribution, it is impossible to give a precise and detailed list of all terms and conditions of the warranties in force in all areas where **VALPADANA** is present. When purchasing your new **VALPADANA** ask your dealer for details of your own specific warranty.

It is **VALPADANA's** policy to constantly improve all products. **VALPADANA** therefore reserves the right to vary features and specifications at any time without notice.

VALPADANA accepts no responsibility for discrepancies between a tractor's actual features and the descriptions given in this manual.

Your **VALPADANA** dealer is obliged to provide a number of specific services when delivering a new Valpadana tractor.

These services include a full pre-delivery inspection to ensure that the tractor is perfectly functional and ready for immediate use, and an explanation of all tractor operating and maintenance instructions. These instructions cover tractor instruments and controls, routine maintenance, and safety precautions.

It is essential for all those involved in tractor operation or maintenance to participate in this course.

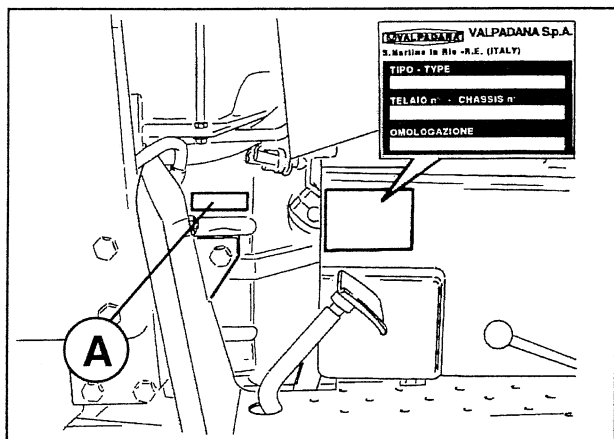
NOTE: Valpadana accepts no responsibility for claims for damage deriving from the use of non-approved spare parts or accessories.

4000 SYNCHRO series

Tractor identification

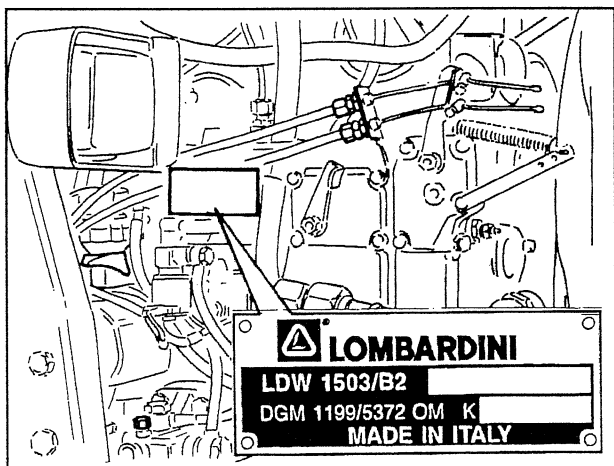
TRACTOR IDENTIFICATION

The tractor is identified by means of a serial number (A) punched on the left-hand side of the engine casing, and by means of the nameplate on the left-hand side of the central tunnel.

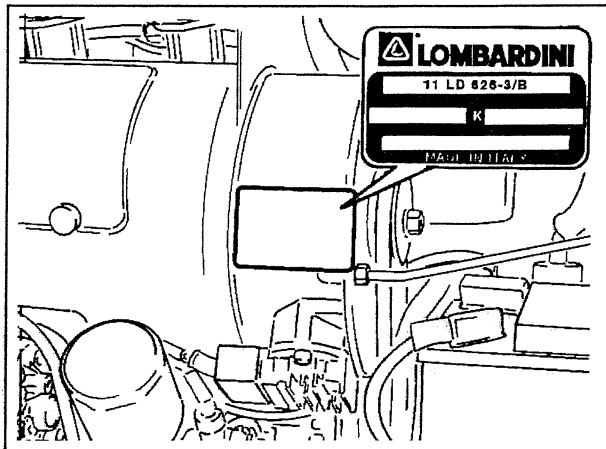


Tractor chassis number (on subframe) and type and chassis number on the nameplate on the central tunnel.

The engine is also punched-marked with its own serial number



Type and serial number of the LDW1503 engine for model 4035W.



Type and serial number of 11LD 625-3 engine for model 4040.

To ensure quick and efficient service when ordering spare parts, asking for technical explanations or other information, always quote the chassis and engine serial numbers.

- Chassis type and serial number
- Engine type and serial number
- Tractor type
- Owner/operator
- Address of dealer
-
- Delivery date
- Warranty expiry date

NOTE: Look after this Operation and Maintenance Manual carefully and consult it whenever in doubt.

SAFETY NOTES

Operator safety is one of the main concerns when designing a new tractor, and as many safety features as possible are always included. Nevertheless, every year, many tractor operators are involved in accidents which could easily have been avoided if greater care had been taken in handling agricultural equipment and machinery. Read this manual! It will help you avoid unnecessary accidents.

To illustrate parts more clearly, some drawings in this manual show panels or guards removed. Remember that the tractor must NEVER be used in these conditions. Leave all panels and guards in place. If you have to remove them for access purposes, replace them before starting the tractor. Remove and replace guards ONLY with the engine stopped.

DO NOT remove or cancel any Caution, Warning, or Instruction stickers. Replace stickers that are missing or are illegible. Your local dealer can supply you with replacements.

The exact position of all safety stickers is illustrated on page 12 of this manual.

If you have purchased your tractor second hand, make sure that all safety stickers are present, in the right position, and are perfectly legible.

USING THE TRACTOR ON PUBLIC ROADS

Make sure you are familiar with traffic regulations. Always obey statutory regulations when driving your tractor with or without implements or equipment on public roads. Always observe any regulations covering the transport of projecting loads or equipment.

GENERAL SAFETY PRECAUTIONS

Always keep this Operation and Maintenance Manual to hand on the tractor. Keep it in the tool kit or in a cab storage compartment if fitted.

Read this manual carefully and learn how to use the tractor correctly and safely.

Do not allow anybody to use the tractor without their having first understood all necessary instructions.

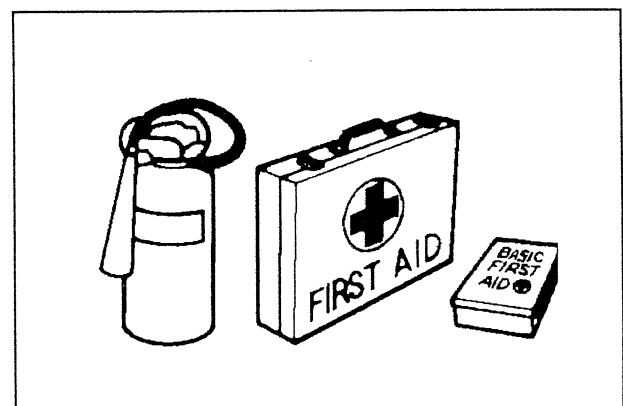


Watch out for bystanders, especially children

Before starting the engine or moving the tractor, take a good look around to make sure that you can start work in complete safety. This is especially important if your tractor is fitted with a noise-proof cab, since you may not be able to hear shouts from outside.

First aid

Always carry a fire extinguisher and a first aid kit with you on the tractor. Both items are available from your local retailer or dealer.



4000 SYNCHRO series

Safety Notes

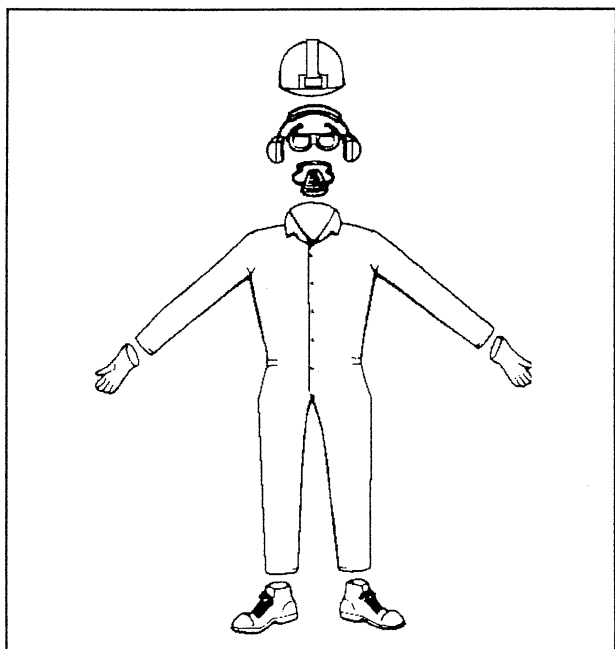
Safety clothing

Do not wear loose clothing which could become entangled in moving parts and cause injury. Always wear safety garments and all necessary accessories.

Prolonged exposure to high noise levels can damage your hearing.

Wear ear protectors on tractors without noise-proof cabs.

Special safety equipment may be needed when using fertilizer spreaders, sprayers, etc.. Always follow the instructions given by the equipment manufacturer and by the manufacturer of any chemical product used.



Starting fluid (where applicable)

Starting fluid should only be used when a fluid type cold starting device is fitted as original equipment or has been fitted as an authorized accessory by the dealer.

Glow plugs and thermostarters must be removed before a fluid type cold starting device is installed.

Starting fluid is highly inflammable and must be kept well clear of sparks and flames.

Store starting fluid in a cool place and out of the reach of children.

Carrying passengers

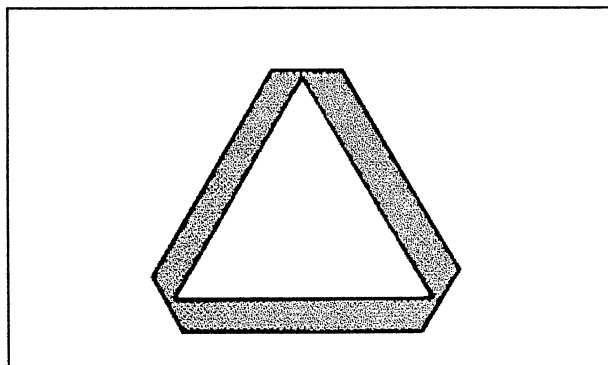
Never carry passengers on the tractor.



Road safety

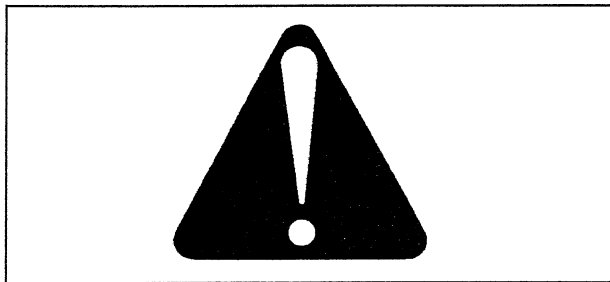
On public roads always use the Slow Moving Vehicle symbol illustrated here, together with flashing warning lights where required by law.

Always comply with local traffic regulations when driving the tractor on a public road.



Warning!

This word is used in this manual and on the safety stickers in order to indicate a potential danger to personal safety. This word is used together with the symbol shown below in order to indicate the danger of the operation involved. WARNING indicates a danger. The safety symbol identifies the danger. When the safety symbol appears together with the word WARNING carefully read the instructions and remember that any eventual accidents, caused by the non-observance of precise regulations, may cause DISABLEMENT or DEATH. Therefore by using common sense unnecessary damage to persons and objects and can easily be avoided.



Safety notes on fuel use

Diesel fuel is inflammable. Handle with care.

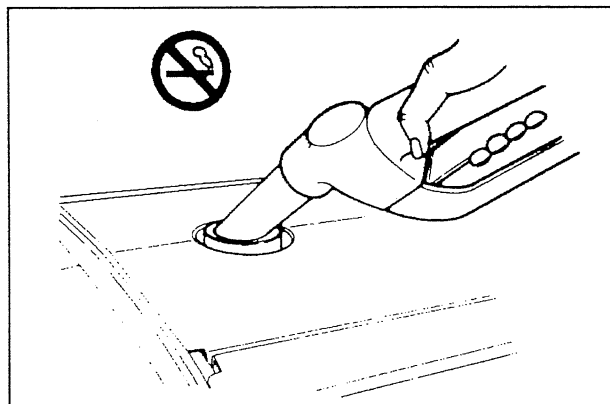
Never smoke while refuelling or servicing the fuel system. Never refuel or service the tractor near naked flames or flying sparks.

Never refuel with the tractor engine running or hot.

Do not refuel from cans unless you have to.

Always clean up any spillage after refuelling.

Keep the tractor clean in order to avoid any fire risk.



Battery

Battery acid can be dangerous. Handle with care.

Keep naked flames away from the battery. Use only proper voltmeters to check battery power.

When disconnecting the battery, disconnect the negative terminal first.



WARNING!

Before servicing the tractor, always disconnect the negative battery terminal/s before the positive terminal/s.

Fluids

Take great care when handling fluids.

If you are injured by fluid or accidentally swallow fluid escaping from hoses, etc., seek medical attention immediately to avoid serious intoxication.

Battery acids are particularly dangerous. Always wear rubber gloves and eye protection when handling acid and electrolyte.

Fluids escaping under pressure from minute holes can be virtually invisible but extremely dangerous. When looking for leaks never use your bare hands. Use a piece of cardboard or wood to locate leaks.

Take great care when handling brake fluid or battery acid. Both are extremely corrosive and poisonous.

Hydraulic circuit

Make sure that all hydraulic connections and fittings are tight. Before disconnecting hydraulic hoses, make sure that pressure has been released. Oil escaping under pressure can cause serious injury.

4000 SYNCHRO series

Safety Notes

ROPS frame (Roll-Over Protective Structure)

If your tractor is fitted with a ROPS frame, seat belts should be fitted and worn in accordance with local regulations. Always adjust the seat belt correctly before using it. Your local dealer can supply authorized seat belts.

DO NOT wear seat belts if your tractor is not fitted with a ROPS frame or cab.

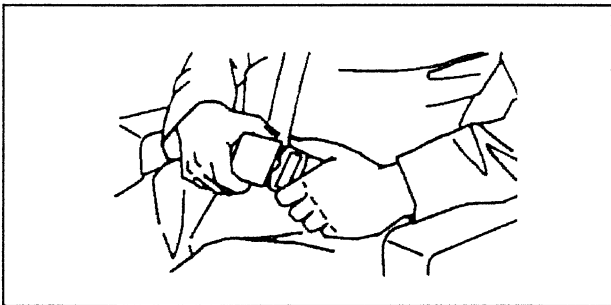
DO NOT weld, drill, or otherwise modify the ROPS frame, whether fitted as original equipment or as an accessory. DO NOT repair or use damaged ROPS frames. Refer any damage to your local retailer or dealer.

If you remove the ROPS frame for any reason, replace it before using the tractor. When re-fitting, use the original mounting bolts and tighten each bolt to the correct torque.



WARNING

Wear a seat belt at all times on tractors fitted a ROPS frame or cab. Keep the belt adjusted correctly.



It is particularly important to use seat belts on tractors with ROPS frames



WARNING

Maintain the ROPS frame in its correct upright position when operating the tractor.

Do not loosen or remove fixing bolts. Do not weld, drill, bend, or repair a damaged ROPS frame.

Do not use a damaged ROPS frame.

Implements and attachments

When using implements or special attachments with your tractor, always follow the safety instructions given in their operating manuals.

When lifting heavy objects, make sure that they are perfectly secure. Inadequately secured objects could fall and injure bystanders.

Any unauthorized modifications to fit special equipment automatically nullify all responsibility for any resulting damage or injury.

PRELIMINARY PRECAUTIONS BEFORE OPERATION

WARNING stickers

Read and make sure you understand all WARNING stickers.

The positions of the single stickers is shown on page 12. The sticker in the figure is a typical warning sticker and can be found on the back of the tractor instrument panel. Read these safety notes and all warning stickers regularly.

Remember that correct and safe use of the tractor prevents unnecessary accidents.

 ATTENZIONE	ACHTUNG Betriebsanleitung vor der ersten Inbetriebnahme durchlesen	ATTENTION Avant d'utiliser le tracteur lire le manuel d'utilisation et d'entretien
	Prima di utilizzare il trattore consultare il manuale uso e manutenzione	WARNING Before using the tractor read thoroughly the operator's manual



WARNING

Do not start the engine unless all bystanders are at a safe distance from the tractor and its implements.

Keep all protective devices, covers, and guards in place while the engine is running.

Keep hands, feet, and clothing away from moving or spinning parts.

Always drive with due care and attention.

If the diff-lock fails to disengage automatically, press the gearshift clutch pedal.

The brake pedals must always be coupled when the brakes do not have to be used independently.

Before getting down from the tractor, engage the parking brake, lower any mounted implement, switch off the engine and remove the key from the ignition switch.

When hitching implements, check the Operation and Maintenance Manual for maximum front and rear loads.

On public roads always use the SMV (Slow Moving Vehicle) symbol illustrated, together with flashing warning lights where required by law.

Three point linkage for implement hitching

When the top link of the three-point linkage has to be extended, take care not to unscrew the eye-ring end section too far; always leave a certain amount of the thread of the end section inside the central body of the top link.

Before starting work – Power Take Off (PTO)

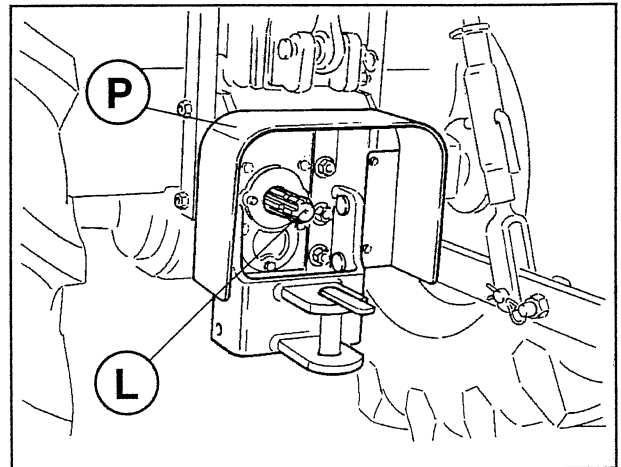
Before coupling, de-coupling, cleaning, or adjusting PTO driven implements, disengage the PTO drive, stop the engine, remove the key from the ignition, and check that the PTO shaft (L) has stopped spinning.

NEVER stand between the tractor and driven implement when operating the controls.

NEVER remove the PTO safety guard (P) from the tractor, even when it is not being used.

NEVER use adapters, reduction units or extensions as these devices extend the PTO hitching mechanism and universal joint beyond the protection offered by the safety guard (P).

Only use **VALPADANA** approved tractor hitching devices.



PTO and safety guard

Servicing the tractor safely

Do not service the tractor while the engine is running or hot or while the tractor is moving.



WARNING

BEWARE OF HOT PARTS. WHEN THE ENGINE IS RUNNING KEEP ALL SCREENS, COVERS AND SAFETY GUARDS IN POSITION.

Before adjusting or servicing the tractor's electrical system, disconnect the battery leads (negative first).

4000 SYNCHRO series

Safety Notes



CAUTION!

TO AVOID DAMAGING ELECTRONIC CONTROLS AND INSTRUMENTS, NEVER START THE ENGINE USING A 24 V BATTERY OR WITH A VOLTAGE TRANSFORMER DELIVERING MORE THAN 12 VOLTS, EVEN IF FOR ONLY A FEW INSTANTS. INSTRUMENTS ARE PROTECTED AGAINST ACCIDENTAL INVERSION OF POLARITY, BUT CAN BE DAMAGED BY HIGH INTENSITY CURRENTS SUCH AS THOSE DELIVERED BY ELECTRIC WELDERS. THEREFORE, DISCONNECT BATTERY LEADS AND THE ALTERNATOR WHEN WELDING ON THE TRACTOR OR ON ANY EQUIPMENT COUPLED TO IT.

WE RECOMMEND THAT YOU CONTACT YOUR LOCAL DEALER WHENEVER REPAIRS OR ADJUSTMENTS ARE REQUIRED, TO HAVE ALL NECESSARY WORK CARRIED OUT BY SKILLED MECHANICS.

Radiator and cooling system

NEVER remove the radiator tank cap with the engine running or still hot.

NEVER top up with coolant with the engine running or still hot.

Before removing the radiator tank cap completely, unscrew it slowly to reduce the pressure.



CAUTION!

The radiator is pressurized when the engine is hot.

Unscrew the cap slowly to avoid the risk of burns.

Ballasting with water

The tractor tyres can be filled with a calcium chloride and water solution for ballasting purposes. When preparing calcium chloride solutions, NEVER pour water onto the calcium chloride. Instead, add the calcium chloride GRADUALLY to the water and stir until completely dissolved.

General rules

NEVER use the tractor's hydraulic system to jack up the tractor while working on it or any implement attached to it.

Implements and/or the tractor must always be supported by an approved stand during jacking.

Check all nuts and bolts regularly, paying special attention to the wheel nuts.

Check the oil in the power steering circuit regularly and top up if necessary with fluid of the recommended type (see table of recommended fluids).

Check the efficiency of the brakes regularly and adjust whenever necessary.

Check the wheel nuts for tightness at least every 250 hours.

STARTING

Make sure that there is adequate ventilation before starting the tractor. Never start the engine in a closed shed. Exhaust fumes can cause asphyxiation.

When starting the engine, you must be sitting on the driving seat with the gear lever and PTO control lever in neutral.

NEVER start the engine when standing alongside the tractor.

NEVER bypass the starting safety system by short circuiting the starter motor terminals to start the engine. This could cause the tractor to move unexpectedly. If the starting system safety switch malfunctions, contact your local dealer to have it repaired.

Before starting the engine, make sure that all bystanders, especially children, are at safe distance.

The engine starting system is fitted with a safety switch which only allows the engine to be started when the clutch pedal is pressed down.



WARNING!

TO AVOID SERIOUS INJURY FROM A RUNAWAY TRACTOR:

- 1. DO NOT START THE ENGINE BY SHORT CIRCUITING THE STARTER MOTOR TERMINALS.**
- 2. DO NOT BYPASS THE SAFETY SYSTEM. THIS CAN CAUSE THE TRACTOR TO MOVE UNEXPECTEDLY IF LEFT IN GEAR.**
- 3. ONLY START THE ENGINE WHILE SEATED CORRECTLY IN THE DRIVER'S SEAT.**

DURING OPERATION

Never use the top link, or any other point above the center of the back axle casing to tow with.



WARNING!

TO AVOID POSSIBLE TRACTOR OVERTURN, ONLY TOW USING THE SPECIAL HITCHING UNIT ON THE REAR.

Never get on or off a moving tractor.

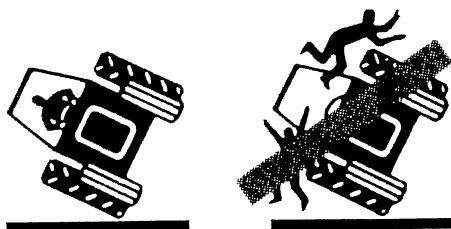
Hold the steering wheel firmly, with your fingers clear of the spokes when driving.

When driving a tractor fitted with a ROPS frame, if the tractor tips over, hold on to the steering wheel firmly and **DO NOT** leave the driving seat until the tractor has come to a complete stop.



WARNING!

If the tractor tips over, hold on to the steering wheel firmly and DO NOT leave the driving seat



If you need to make adjustments during work, stop the tractor completely, apply the parking brake, disengage the PTO drive, put all gear levers in neutral, lower any mounted implement to the ground, switch off the engine, and remove the ignition key **BEFORE** leaving the driving seat.

When adjustments or connections are being made to the tractor or to any front or rear mounted implement, make sure that any bystanders are at a safe distance before starting up the hydraulic system.

Caution on hillsides and rough ground

Keep speed to a minimum suitable for working conditions.

Avoid sudden turns on steep slopes.

Never coast down slopes, since engine braking is not available in neutral.

When traveling down steep slopes, maintain a low gear to make maximum use of engine braking.

If the tractor has four wheel drive, it should be engaged for a braking effect on all wheels with the tractor in gear.

Travelling on the roads

Always keep the brake pedals coupled unless independent braking is required for work. The brake pedals must be coupled for all road travel.

Never travel at speeds such that emergency stops cannot be made in total safety.

Keep your speed down on bends to avoid the risk of tipping over.

Take the greatest care when braking, especially on steep or slippery slopes or any terrain affording limited grip.

Avoid sudden, jerky braking on wet, muddy, or icy surfaces or surfaces covered in loose sand or gravel.

These precautions are particularly important when towing heavy trailers.


4000 SYNCHRO series

Safety Notes


WHEN YOU FINISH WORK

Whenever you stop, bring the tractor to a complete halt, apply the parking brake, disengage the PTO drive, put the gear levers in neutral, lower any implement to the ground, switch off the engine, and remove the ignition key BEFORE leaving the driving seat.

POSITION OF SAFETY NOTICES ON TRACTOR

 ATTENZIONE Non avvicinarsi alla P.d.F. IN MOVIMENTO	ACHTUNG Sich nicht im zapfwellen- bereich nähern wenn diese eingeschaltet ist	ATTENTION Ne pas s'approcher de la P.d.F. EN MOUVEMENT
	WARNING Stay away from P.T.O. WHEN ROTATING	ATENCION No acercarse de la TOMA DE FUERZA EN MOVIMIENTO

(on the rear PTO safety guard)

 ATTENZIONE Prima di utilizzare il trattore consultare il manuale uso e manutenzione	ACHTUNG Betriebsanleitung vor der ersten Inbetriebnahme durchlesen	ATTENTION Avant d'utiliser le tracteur lire le manuel d'utilisation et d'entretien
	WARNING Before using the tractor read thoroughly the operator's manual	ATENCION Antes de utilizar el tractor leer el manual de uso y manutención

(on the upper part of the instrument panel)

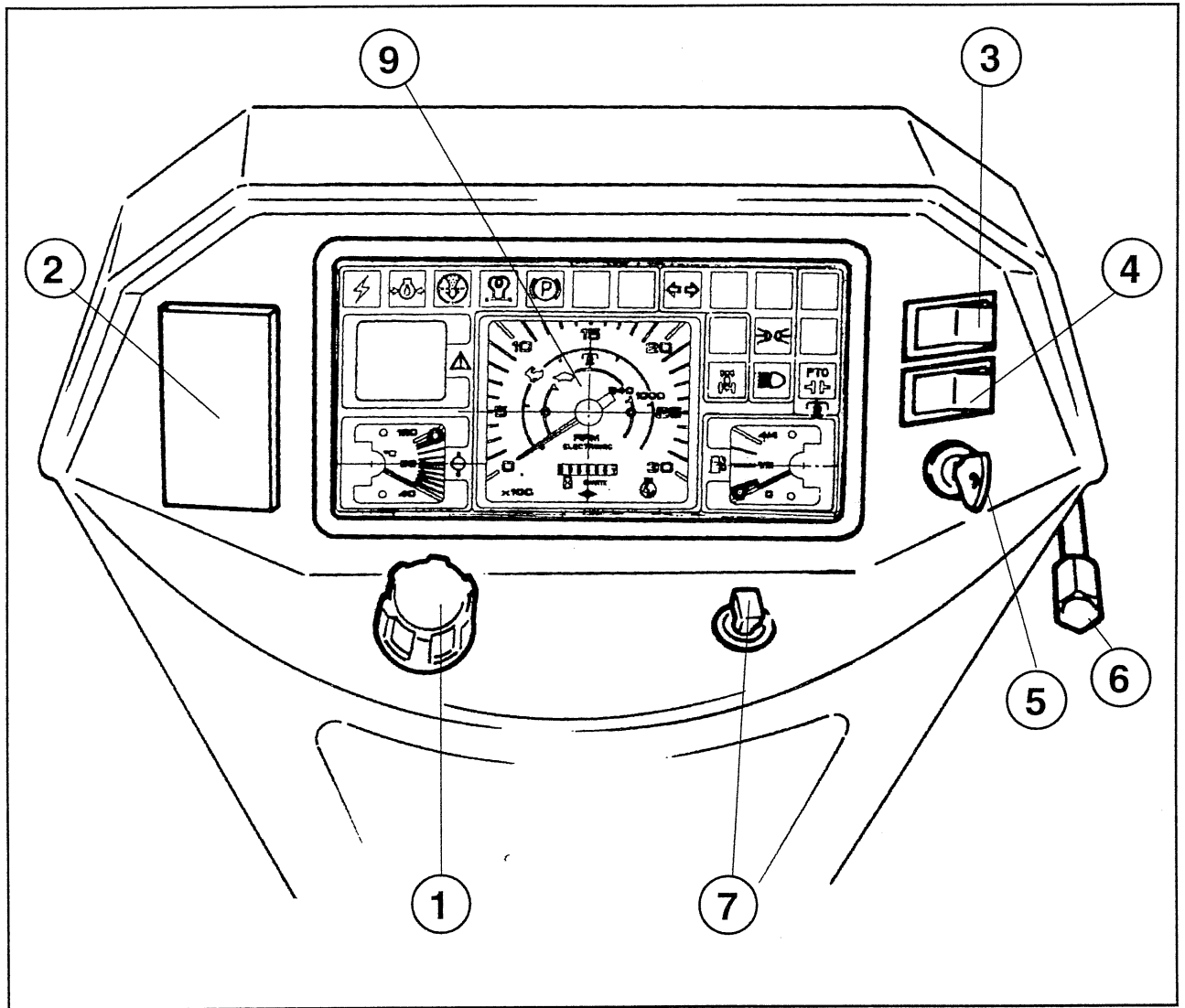


Fig. 1 Controls and instruments on the 4035W SYNCHRO dashboard

- 1) Lights and horn switch
- 2) Fuse box
- 3) Revolving yellow light start button (green pilot light)
- 4) Emergency light button (red pilot light)
- 5) Ignition key-switch
- 6) Hand throttle lever
- 7) Direction indicator light control lever
- 9) Control instrument panel.

4000 SYNCHRO series

Controls and instruments

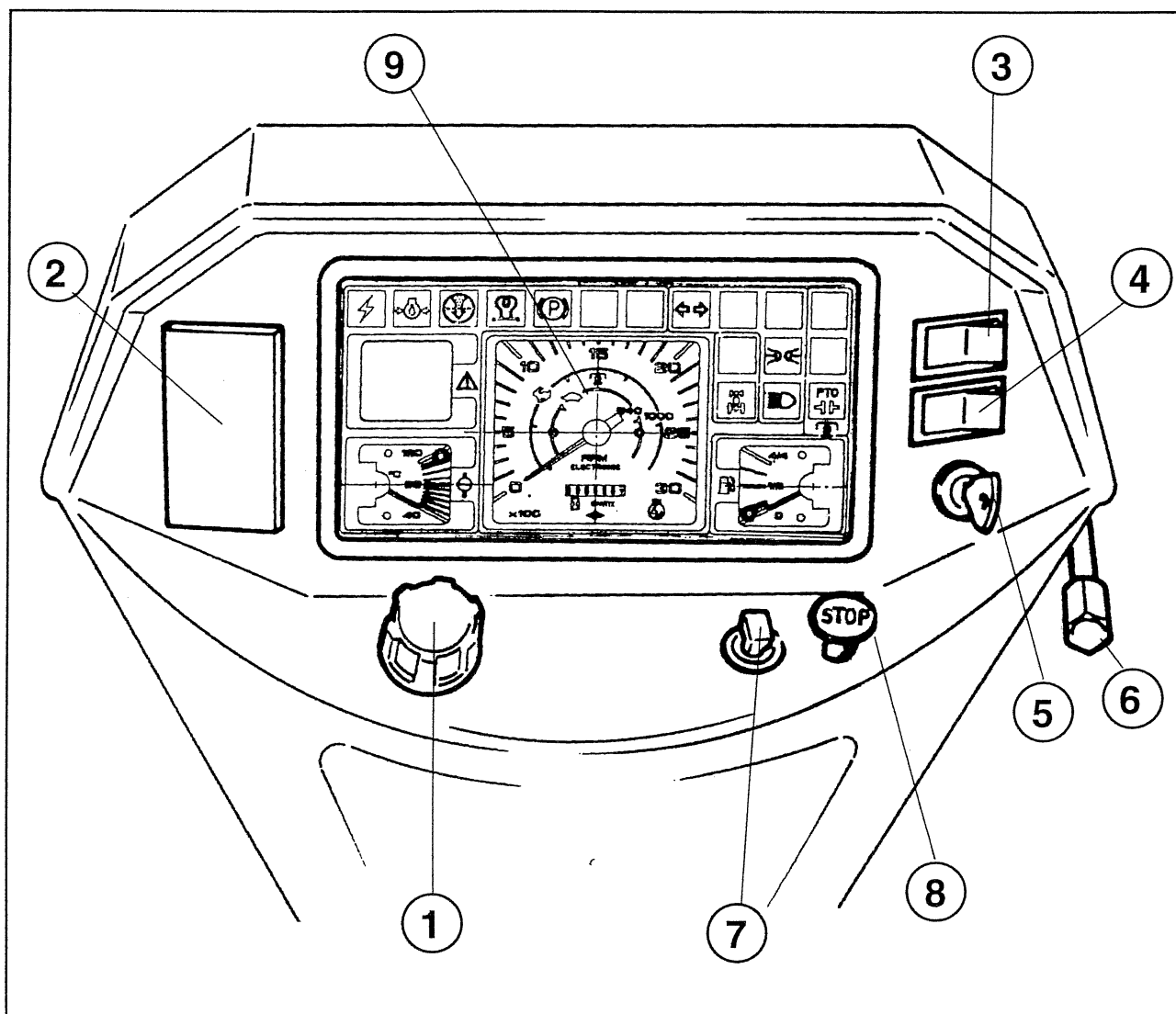




Fig. 2 Controls and instruments on the 4040 SYNCHRO dashboard


- 1) Lights and horn switch
- 2) Fuse box
- 3) Revolving yellow light start button (green pilot light)
- 4) Emergency light button (red pilot light)
- 5) Ignition key-switch
- 6) Hand throttle lever
- 7) Direction indicator light control lever
- 8) Engine stop knob
- 9) Control instrument panel.


1) LIGHT AND HORN SWITCH

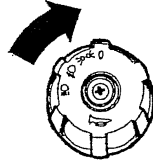
0 Off

 Sidelights

 Dipped beams

 Main beams

 Horn (press)



2) LAMINAR FUSE BOX

(see electric system on page 46)

3) YELLOW ROTATING BEACON PUSH BUTTON (GREEN pilot lamp)

4) HAZARD WARNING LIGHT PUSH BUTTON (RED indicator)

By pressing the push button with the incorporated warning light, all the direction indicators will flash simultaneously.

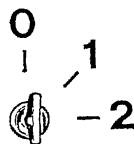


5) IGNITION KEYSWITCH

0 - No circuit powered (the key can be removed, stops the engine in model 4035W).

1 - Normal running position; all electric circuits energized (glow plugs preheated and relative indicator light on in model 4035W).

2 - Engine started: release the key as soon as the engine starts. It will automatically return to position "1".



6) MANUAL ACCELERATOR LEVER

Up: minimum engine r.p.m.

Down: maximum engine r.p.m.

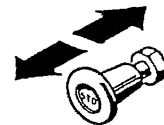
7) DIRECTION INDICATOR CONTROL LEVER

Push the lever to the right or left according to the direction in which you wish to turn.



8) ENGINE STOP KNOB (only on model 4040)

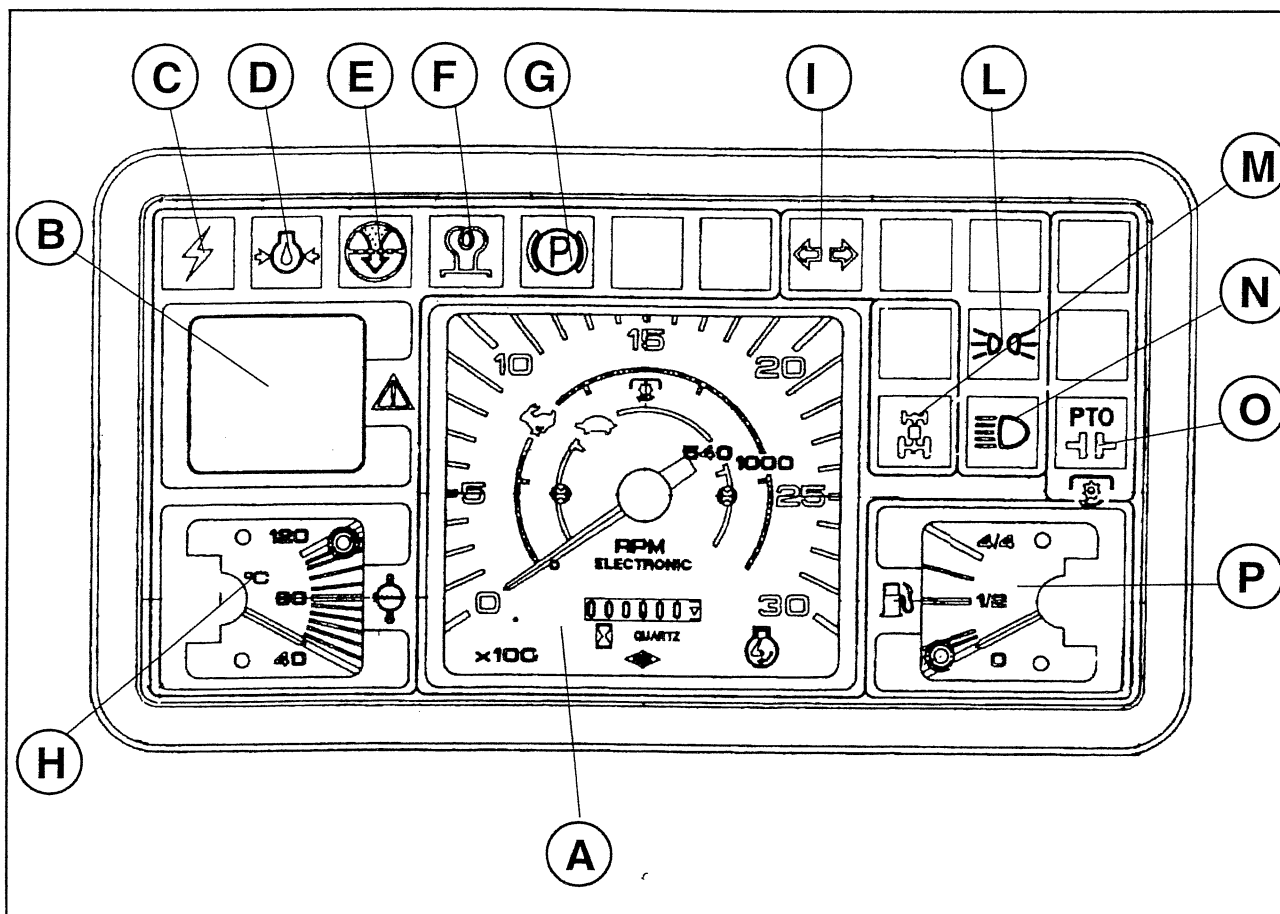
Pull upwards until the engine has completely stopped. When released, the knob MUST return to the end of down travel position.



4000 SYNCHRO series



Controls and instruments

9) CONTROL INSTRUMENT PANEL





A) ENGINE REV. COUNTER AND HOUR COUNTER

The instrument indicates.

- 1) Engine speed, by means of the white pointer on the white graduated scale from 0 to 3000 rpm.
- 2) The red scale  which indicates the point at which the PTO speed of 1000 rpm (high speed) is reached, equivalent to an engine speed of 2412 rpm.
- 3) The white scale  which indicates the point at which the PTO speed of 540 rpm (low speed) is reached, equivalent to an engine speed of 2538 rpm.

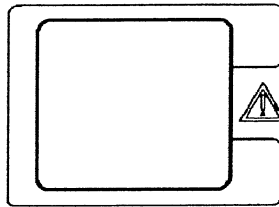
N.B.: In order to obtain the PTO speed indicated for exam-

ple on the red/high speed scale  1000 rpm - from the white engine speed pointer, ensure that the high speed has been selected using the PTO engager lever (20) (Fig. 7).

Naturally, the same applies for the PTO low speed ( 540 rpm).

- 4) The tractor's duty hours, by means of the 7 figure hour counter.

B) DANGER WARNING LIGHTS



General red danger warning light.

Illuminates at the same time as one of the first red danger warning lights described below if the component concerned malfunctions.

It illuminates with the key in contact position and must go out when the engine starts.



LOW BATTERY CHARGE (RED indicator).

This light **MUST** go out as soon as the engine has started, although it may remain lit when the engine is idling. If it stays on or comes on when the engine is running normally, switch off the engine and check the electrical system.



LOW OIL PRESSURE (RED indicator).

Comes on when the oil level in the sump is low. It **MUST** go out a couple of seconds after the engine has started. If it stays on or comes on when the engine is running, switch off the engine immediately and check the oil level in the sump.



AIR FILTER CLOGGED (RED indicator).

Not used

N.B.: In the 4040 model, the air filter is oil-immersed, so follow the instructions in the annexed use and maintenance handbook.



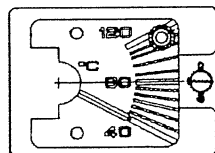
GLOW PLUGS ON FOR STARTING (YELLOW indicator) (only for model 4035W).

Comes on when the ignition keyswitch is in position "1".



PARKING BRAKE ON (RED indicator).

Lights whenever the parking (and emergency) brake is engaged.



Engine cooling water temperature gauge. (model 4035W only).

- Yellow area = temperature too low
- Green area = temperature normal
- Red area = high temperature. When the temperature reaches 105° the gauge warning light comes on. In this case the engine has overheated, which may be due to:
 - a.- Low radiator water level
 - b.- Outside of radiator dirty with mud, dust, straw, etc.
 - c.- Scale or deposits in the cooling circuit
 - d.- Slipping fan belt
 - e.- Faulty thermostat valve.

WARNING: if the engine temperature is too high, reduce the rpm immediately without stopping it. If the needle remains in the red area, make the appropriate checks immediately, and call in specialized staff if necessary.

PILOT LIGHTS



DIRECTION INDICATOR (GREEN indicator).

Flashes on and off when the direction indicator is operating.



SIDELIGHTS (GREEN indicator).

Comes on when the front and rear sidelights are on.



FOUR-WHEEL DRIVE ENGAGED (YELLOW light).

Illuminates when the front wheel drive is engaged



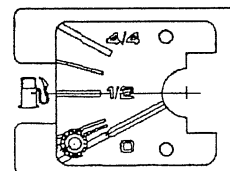
FULL BEAM HEADLAMPS (BLUE light).

Illuminates when the full beam headlamps are switched on



ENGINE-PTO CLUTCH DISENGAGED (RED light).

Illuminates when the PTO clutch is disengaged using the lever 22 (Fig. 3).



Fuel level gauge

When the needle moves to the red area and the red low fuel level warning light comes on, there is about 2 litres of fuel left in the tank.

4000 SYNCHRO series

Controls and instruments

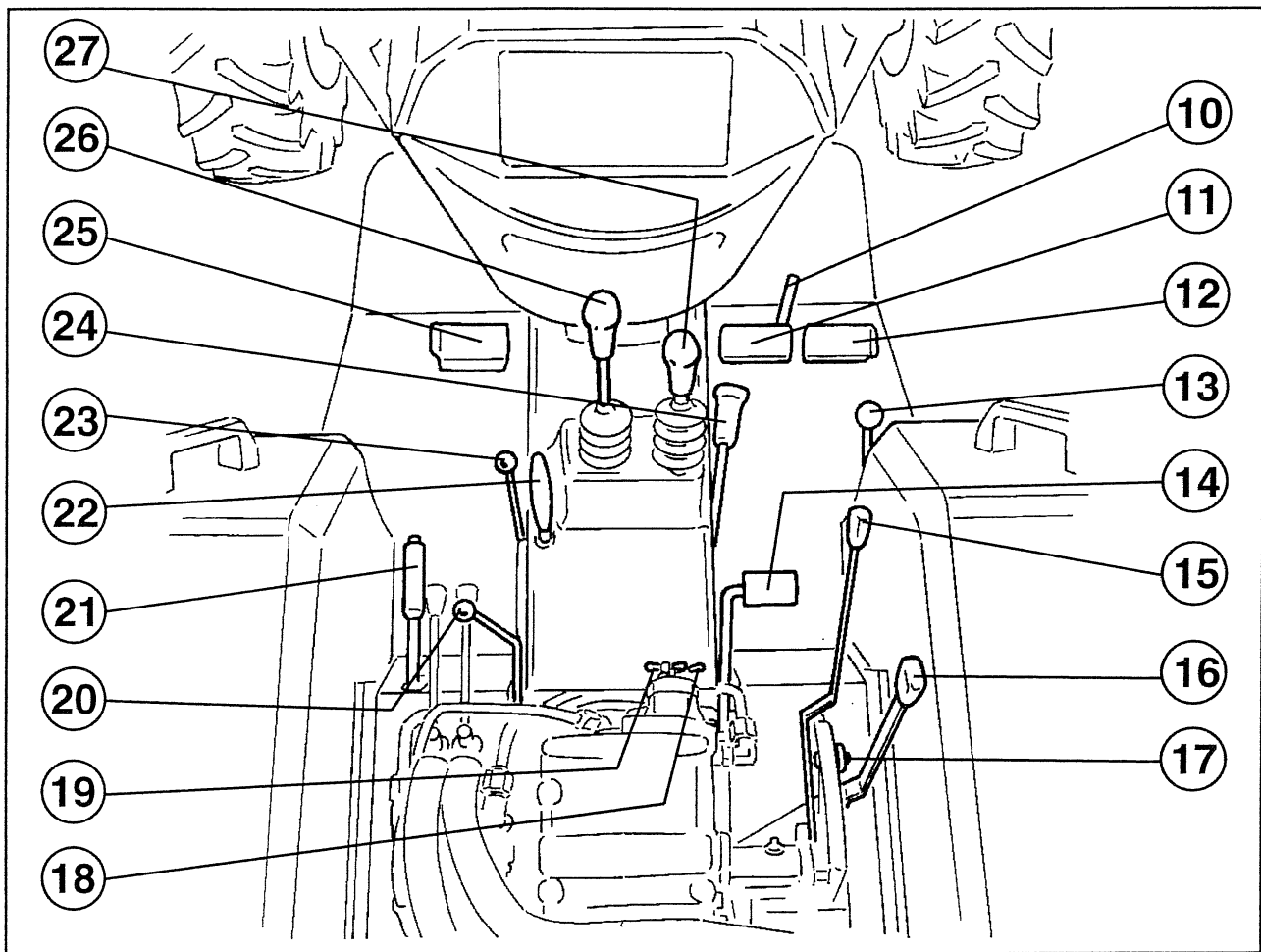


Fig. 3 Controls on chassis

- | | |
|---|---|
| 10) Brake pedal connection lever | 21) Hand-brake lever |
| 11) Left brake pedal | 22) PTO clutch lever |
| 12) Right brake pedal | 23) Front wheel drive engager lever |
| 13) Accelerator pedal | 24) Speed range selector lever |
| 14) Rear differential locking pedal | 25) Clutch control pedal |
| 15) Hydraulic lift draft control lever | 26) Synchronized gearbox speed selector lever |
| 16) Hydraulic lift UP-DOWN lever | 27) Synchronized gearbox reverser lever |
| 17) Hydraulic lift lever retainer knob | |
| 18) Lift sensitivity regulator | |
| 19) Implement descent speed and hydraulic block regulator | |
| 20) PTO engager lever | |

10) **BRAKE PEDAL COUPLING LOCK** (Fig. 4)
Serve a collegare i pedali, freno destro e freno sinistro, per la frenatura di servizio su strada.

11) **LEFT BRAKE PEDAL** (Fig. 4)

12) **RIGHT BRAKE PEDAL** (Fig. 4)

Normal braking is effected by operating both pedals coupled by coupling lock (10). Braking with a single pedal (differential braking) enables you to obtain a smaller turning circle: by braking the wheel on the inside of the bend, the tractor turns in a circle centered on the wheel itself.



WARNING!

WHEN DRIVING ON THE PUBLIC HIGHWAY AND WHEN WORKING IN THE FIELDS THE TWO PEDALS MUST BE COUPLED; ONLY USE THE PEDALS INDEPENDENTLY FOR MANOEUVERING IN TIGHT SPACES.

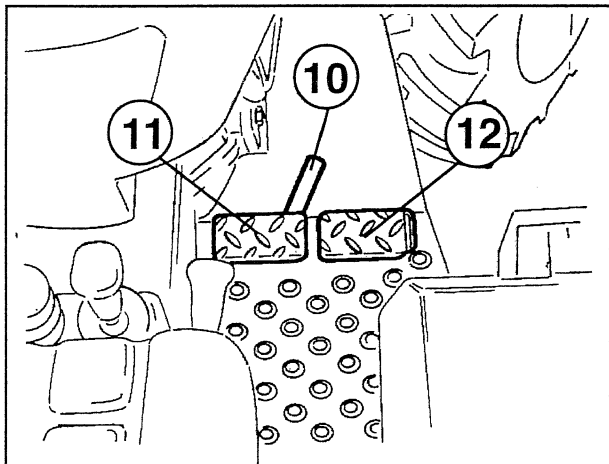
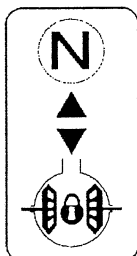


Fig. 4 Brake pedals with connecting lever

13) **ACCELERATOR PEDAL** (Fig. 3)
Up: idling (minimum engine speed)
Down: maximum engine speed

14) **REAR AXLE DIFFERENTIAL LOCK PEDAL** (Fig. 5)
The rear axle differential is fitted with a mechanically operated differential lock which can be engaged by pressing down the pedal when one of the two wheels slips. The differential lock disengages when the pedal is released.



FREE

LOCKED



WARNING!

NEVER USE THE DIFFERENTIAL LOCK WHEN NEGOTIATING BENDS.

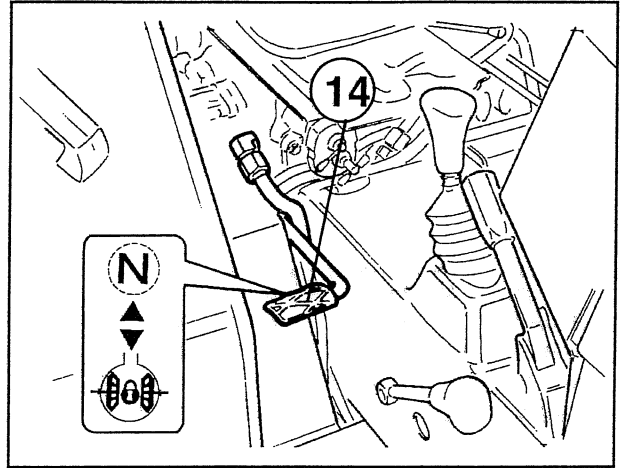


Fig. 5 Rear differential locking pedal

15) **POWER LIFT DRAFT CONTROL LEVER** (Fig. 6)
In draft control mode the implement is automatically raised and lowered during work to keep the traction demanded of the tractor constant. Lower this lever to lower the implement to the working depth set by stop knob (17).

16) **POWER LIFT RAISE-LOWER POSITION CONTROL LEVER** (Fig. 6)
Raises and lowers the implement irrespective of weight and the traction demanded of the tractor. The position to which the implement is lowered can be adjusted by means of stop knob (17).

17) **LIFT LEVER STOP KNOB** (Fig. 6)
Use to determine the position to which the implement is lowered by both the draft control lever (15) and the power lift raise-lower position control lever (16).

18) **POWER LIFT RESPONSE (SENSITIVITY) ADJUSTER** (Fig. 6)
Lower lift sensitivity (for draft control mode) can be adjusted as follows:
- Turn the adjuster **CLOCKWISE** to **INCREASE SENSITIVITY**.
- Turn the adjuster **ANTI-CLOCKWISE** to **DECREASE SENSITIVITY**.

Keep the adjuster normally at **MAXIMUM SENSITIVITY**. Only alter the setting if the implement oscillates excessively or vibrates in draft control mode. Should this happen, turn the adjuster gradually **ANTI-CLOCKWISE** until the problem has been eliminated.

4000 SYNCHRO series

Controls and instruments

19) IMPLEMENT LOWERING SPEED AND HYDRAULIC LOCK (Fig. 6)

The speed at which implements are lowered can be adjusted as follows:

- Turn the adjuster ANTI-CLOCKWISE to INCREASE speed.
- Turn the adjuster CLOCKWISE to DECREASE speed.

When turned FULLY CLOCKWISE, the adjuster acts as hydraulic lock. When the hydraulic lock is engaged, implements can only be raised and not lowered using the control levers.



WARNING!

ALWAYS USE THE HYDRAULIC LOCK WHEN TRAVELLING ON THE PUBLIC HIGHWAY TO PREVENT IMPLEMENTS FROM LOWERING ACCIDENTALLY.

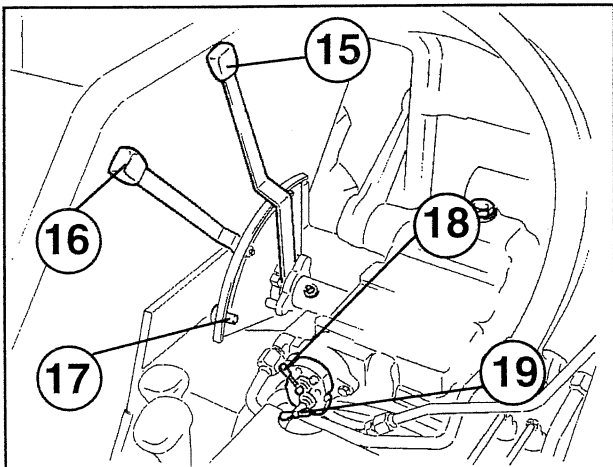
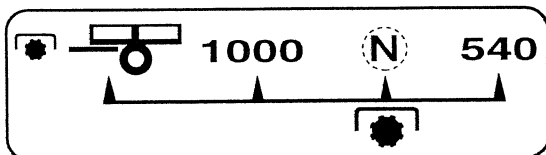


Fig. 6 Hydraulic lift draft and position mode controls

20) PTO ENGAGER LEVER (Fig. 7)

This lever has four positions:



(For use, consult the "Instructions for use" chapter)



WARNING!

ONLY START THE ENGINE WITH THE POWER TAKE OFF IN NEUTRAL.

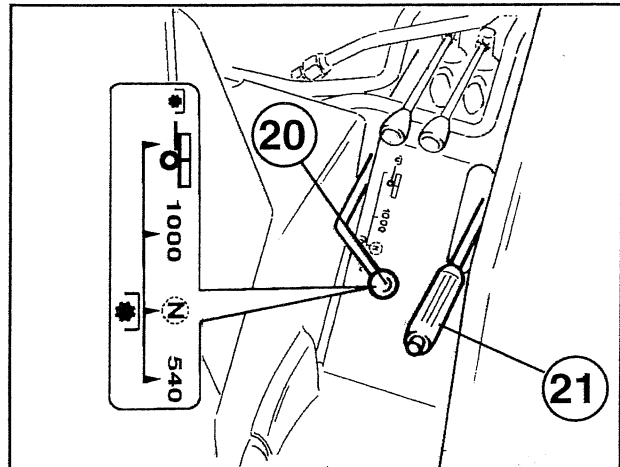


Fig. 7 PTO engager lever and hand-brake

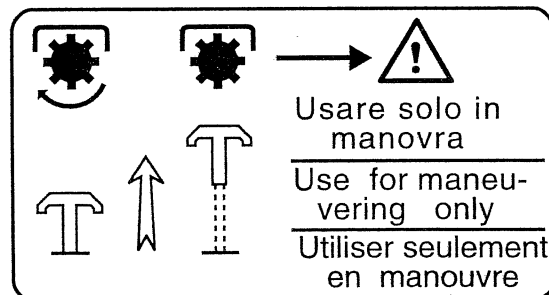
21) HAND BRAKE LEVER (Fig. 7)

Emergency brake and parking brake. Pull the lever up to operate the brake. To release the brake, press the button at the end of the lever and lower it.

22) PTO CLUTCH CONTROL LEVER (Fig. 8)

The tractor is fitted with a two plate dry clutch operated by means of a pedal (25) for changing gear and with a hand lever (22) for the PTO.

The lever has two positions:



(For use, consult the "Instructions for use" chapter)

4000 SYNCHRO series

Controls and instruments

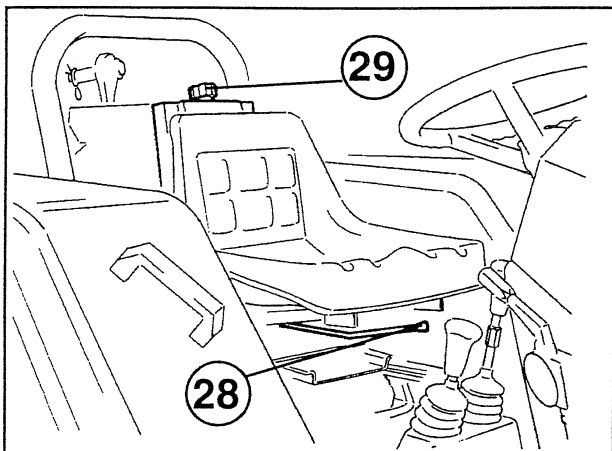


Fig. 10 Standard seat adjustments

28) STANDARD SEAT POSITION ADJUSTER LEVER
(Fig. 10)

Allows the seat to be moved forward or back over a maximum distance of 150 mm.

Pull up to operate.

29) STANDARD SEAT SUSPENSION ADJUSTMENT LEVER
(Fig. 10)

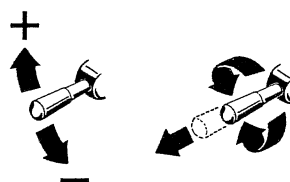
Adjusts seat suspension to suit the driver's weight.

- Turn the knob clockwise for harder damping (for heavier drivers).
- Turn the knob anti-clockwise for softer damping (for lighter drivers).

29/A) BOSTROM SEAT SUSPENSION ADJUSTMENT LEVER
(Fig. 11)

Adjusts seat suspension to suit the driver's weight.

- Pump the handle when set to (+) for harder damping (for heavier drivers).
- Pump the handle when set to (-) for softer damping (for lighter drivers). The lever action makes the seat suspension harder or softer depending on how it is engaged with the shock absorber adjustment mechanism. To invert the action of the lever, pull the knob outwards and turn it by a half turn in the direction required.



30) BOSTROM SEAT HEIGHT ADJUSTMENT KNOB
(Fig. 11)

The seat can be set to 7 different heights. While sitting on the seat, pull the knob outwards and move it to the notch desired.

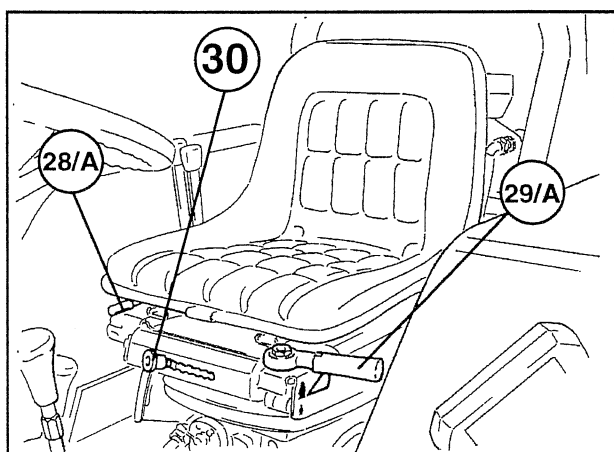


Fig. 11 BOSTROM seat adjustments

28/A) BOSTROM SEAT POSITION ADJUSTER LEVER
(Fig. 11)

Allows the seat to be moved forward or back over a maximum distance of 150 mm.

Move outwards to operate.

4000 SYNCHRO series

Controls and instruments

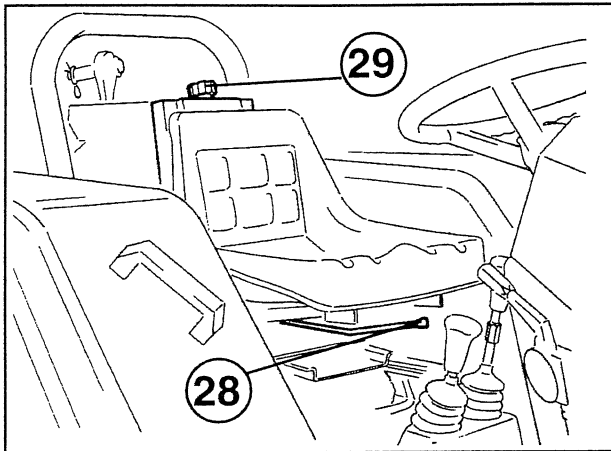


Fig. 10 Standard seat adjustments

28) STANDARD SEAT POSITION ADJUSTER LEVER
(Fig. 10)

Allows the seat to be moved forward or back over a maximum distance of 150 mm.

Pull up to operate.

29) STANDARD SEAT SUSPENSION ADJUSTMENT LEVER (Fig. 10)

Adjusts seat suspension to suit the driver's weight.

- Turn the knob clockwise for harder damping (for heavier drivers).
- Turn the knob anti-clockwise for softer damping (for lighter drivers).

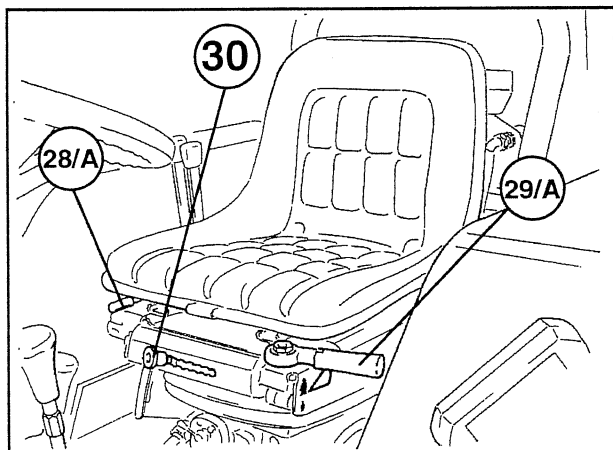


Fig. 11 BOSTROM seat adjustments

28/A) BOSTROM SEAT POSITION ADJUSTER LEVER
(Fig. 11)

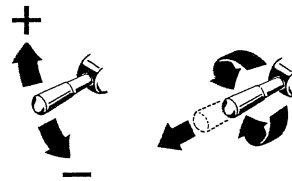
Allows the seat to be moved forward or back over a maximum distance of 150 mm.

Move outwards to operate.

29/A) BOSTROM SEAT SUSPENSION ADJUSTMENT LEVER (Fig. 11)

Adjusts seat suspension to suit the driver's weight.

- Pump the handle when set to (+) for harder damping (for heavier drivers).
- Pump the handle when set to (-) for softer damping (for lighter drivers). The lever action makes the seat suspension harder or softer depending on how it is engaged with the shock absorber adjustment mechanism. To invert the action of the lever, pull the knob outwards and turn it by a half turn in the direction required.



30) BOSTROM SEAT HEIGHT ADJUSTMENT KNOB
(Fig. 11)

The seat can be set to 7 different heights. While sitting on the seat, pull the knob outwards and move it to the notch desired.

CHECKING THE TRACTOR BEFORE USE

Before starting your new tractor, or when starting the tractor after it has not been used for some time, always perform the following checks:

- 1) Check the oil level in the engine sump (see the engine use and maintenance manual supplied with your tractor).
- 2) Check the gearbox oil level.
- 3) Check the level of fluid in the hydrostatic steering tank.
- 4) Check the tyre pressures.



WARNING!

NEVER INFLATE THE TYRES WITH AN INFLAMMABLE GAS.

- 5) Make sure there is enough diesel fuel in the fuel tank.



WARNING!

**- ALWAYS REFUEL AWAY FROM NAKED FLAMES.
- NEVER SMOKE WHEN REFUELLING.**

- 6) Check the battery charge.



WARNING!

**- NEVER CHECK, TOP UP OR RECHARGE THE BATTERY NEAR A NAKED FLAME. NEVER SMOKE NEAR THE BATTERY.
- WHEN WORKING NEAR THE BATTERY ALWAYS MAKE SURE YOU ARE PROTECTED AGAINST SPLASHES OF ACID. IF ELECTROLYTE COMES INTO CONTACT WITH YOUR SKIN, WASH THE AREA WITH PLENTY OF COLD WATER AND SEEK MEDICAL CARE IF IRRITATION CONTINUES.
- ALWAYS REMOVE THE BATTERY CELL PLUGS BEFORE RECHARGING THE BATTERY.**

- 7) Check the tightness of the nuts, bolts and screws used for securing the main components (wheels, power lift, chassis, etc.).

RUNNING IN

Refer to the engine's use and maintenance manual for comprehensive information on running in the engine.

STARTING THE ENGINE (Fig. 1-2-3)



WARNING!

CHECK THAT THE STARTING SAFETY DEVICE ONLY ALLOWS THE ENGINE TO START WHEN THE CLUTCH PEDAL IS PRESSED DOWN. IF THIS DOES NOT FUNCTION CORRECTLY IT WILL NEED TO BE ADJUSTED AT YOUR LOCAL DEALER OR RETAILER'S WORKSHOP.



WARNING!

**- THE TRACTOR AND ALL IMPLEMENTS CONNECTED TO IT SHOULD ONLY EVER BE USED BY PEOPLE WITH THE NECESSARY KNOWLEDGE AND EXPERIENCE.
- ONLY EVER OPERATE THE CONTROLS WHILE SITTING CORRECTLY IN THE DRIVING SEAT.
- NEVER LEAVE THE ENGINE RUNNING IN AN ENCLOSED SPACE UNLESS THERE IS AN EFFECTIVE SYSTEM FOR REMOVING THE EXHAUST GASES.
- NEVER LEAVE THE TRACTOR UNATTENDED WITH THE ENGINE RUNNING.
- ALWAYS CHECK THAT NO ONE IS WORKING AROUND THE TRACTOR BEFORE YOU START THE ENGINE. IT IS A WISE PRECAUTION TO SOUND THE HORN IN WARNING.**

- 1) Make sure that the main gear lever (62) and power take off speed selector lever (20) are in neutral.
- 2) Move the hand accelerator lever (6) to approximately half of its travel.
- 3) Press down the clutch-gear pedal (25)
A safety device prevents the engine from being started if the clutch pedal is not pushed fully down.
- 4) Insert the key in the ignition switch (15) and turn it CLOCKWISE as far as it will go.
Release the key when the engine has started; it will automatically return to the previous position.

4000 SYNCHRO series

Operation

STARTING THE ENGINE WITH GLOW PLUG PRE-HEATING DEVICE (model 4035W) (Fig. 1-2)

- Carry out operations 1, 2 and 3 as previously described.
- Insert the key in the ignition switch unit (5) and turn clockwise to 1. The yellow glow-plug preheating indicator light on the dashboard will illuminate. Wait for the light to go out, then turn the key to its limit position. If, after 15 seconds, the engine has not started return the key to the pre-heating position.
- Once the engine has started, release the key; it will automatically return to the previous position.
- If the engine does not start, recommence the pre-heating and starting cycle.



WARNING!

- NEVER PROLONG THE STARTING OPERATION FOR MORE THAN 15 SECONDS.
- ALLOW AT LEAST 1 MINUTE TO PASS BETWEEN SUCCESSIVE STARTING OPERATIONS.

If starting operations do not proceed easily and regularly, do not insist unnecessarily without having checked:

- a) that the fuel filter is not clogged;
- b) that the battery is charged and in good condition;
- c) preheating plug efficiency for the 4035W model.

STARTING THE TRACTOR (Fig. 1-2-3)



WARNING!

- ONLY EVER OPERATE THE TRACTOR CONTROLS FROM THE DRIVING SEAT.
- BEFORE BEGINNING WORK, ALWAYS INSPECT THE WORK AREA CAREFULLY TO IDENTIFY ANY SOURCES OF DANGER, AND TAKE ACTION TO ELIMINATE OR LIMIT ANY RISKS.
- ONLY OPERATE THE TRACTOR AFTER HAVING MADE CERTAIN THAT NO ONE IS IN ITS OPERATING ZONE. IT IS A WISE PRECAUTION TO SOUND THE HORN IN WARNING.

- 1) Press down the clutch pedal (25) and select the required gear using the main gear lever (26) and reduction gear lever (24).



WARNING!

- CHECK THAT THE REVERSER LEVER 27 (Fig. 9) FORWARD/REVERSE IS IN THE DESIRED POSITION.
- THE MACHINE MUST BE STOPPED EACH TIME THE REVERSER LEVER IS REQUIRED TO BE CHANGED.

- 2) Release the parking brake (21).
- 3) Increase engine speed as necessary, using the hand accelerator lever (6) or accelerator pedal (13).
- 4) Engage the clutch by gradually letting out the clutch pedal (25).



WARNING!

DO NOT KEEP YOUR FOOT ON THE GEAR-SHIFT CLUTCH PEDAL WHEN DRIVING. REGULARLY CHECK AND ADJUST THE CLUTCH TO ENSURE A LONG CLUTCH LIFE.

ACCELERATOR PEDAL (Fig. 3)



WARNING!

WHEN DRIVING ON THE PUBLIC HIGHWAY, RAISE THE ACCELERATOR HAND LEVER AND ONLY USE THE ACCELERATOR FOOT PEDAL.

The accelerator foot pedal can over-ride the setting of the accelerator hand lever to accelerate the engine. When you release your foot, however, the engine returns to the speed set on the hand lever.

For this reason always return the hand accelerator lever to idling (up) position when using the foot pedal.

STOPPING THE TRACTOR (Fig.1-2-3)



WARNING!

- **PARK THE TRACTOR IN A LOW GEAR WITH THE PARKING BRAKE ON.**
- **WHEN PARKING THE TRACTOR ON A SLOPE, LODGE A CHOCK UNDER THE DOWNHILL SIDE OF A REAR WHEEL.**
- **LOWER ANY MOUNTED IMPLEMENTS TO THE GROUND WHENEVER YOU STOP THE TRACTOR.**
- **NEVER LEAVE THE TRACTOR UNATTENDED WITH THE ENGINE RUNNING AND IMPLEMENTS RAISED.**

- 1) Move the hand accelerator lever (6) or accelerator pedal (13) to idling (minimum speed) position.
- 2) Press the clutch pedal (25) fully down to disengage the clutch.
- 3) Apply the brakes using both brake pedals (11 and 12).
- 4) Move the main gear lever (26) to the neutral position.
- 5) Apply the parking brake (21).

SWITCHING OFF THE ENGINE

(Fig. 1-2-3)

- 1) Move the hand accelerator lever (6) to minimum speed position and release the accelerator pedal (13) to idle the engine.
- 2) (4025W model) - Turn the ignition key to 0.
- 3) (4040 model) - Pull the engine stop knob (8) up, wait for the engine to stop and then turn the ignition key to 0.



WARNING!

BEFORE LEAVING THE TRACTOR, MAKE SURE YOU HAVE REMOVED THE IGNITION KEY, THAT ALL THE IMPLEMENTS ARE RESTING ON THE GROUND, AND THAT THE TRACTOR IS PARKED BOTH LEGALLY AND AS SAFELY AS POSSIBLE.

USING THE PTO DISENGAGER CLUTCH

(Fig. 12)

N.B.: The tractor is fitted with a two plate dry clutch operated by means of a pedal for changing gear and with a hand lever (22) for the PTO. The lever has two positions and is operated as follows:

To disengage the clutch, pull the lever (22) up and move it towards the driver, inserting it in the notch (B) provided. Simultaneously the warning light (Fig. 2) reminding the driver that the clutch is DISENGAGED will illuminate on the dashboard.

To ENGAGE, release the lever (22) from the notch B and move it forward towards the steering wheel. Insert it in notch A and the warning light on the dashboard will go out.

When the PTO is out of use, keep the lever in notch A (i.e. ENGAGED position).



WARNING!

- **WHEN THE PTO IS NOT IN USE, KEEP THE LEVER (22) INSERTED IN NOTCH A (I.E. ENGAGED POSITION).**
- **WHEN WORKING WITH THE PTO, ONLY DISENGAGE THE CLUTCH FOR THE TIME STRICTLY NECESSARY TO ALLOW COMPLETION OF THE VARIOUS OPERATIONS.**

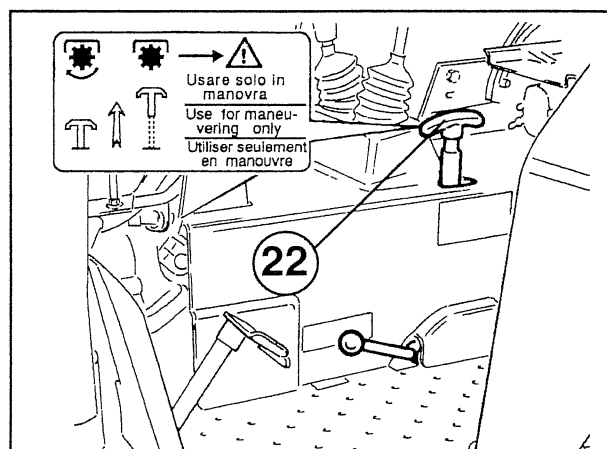
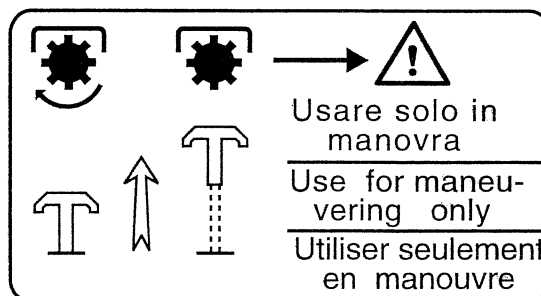


Fig. 12 PTO clutch control lever

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Operation

PTO (Fig. 13-14)



WARNING!

- TO AVOID ACCIDENTS, ALWAYS MAKE SURE THAT ALL PTO GUARDS ARE IN POSITION AND STAY WELL CLEAR OF THE PTO SHAFT WHEN DRIVING IMPLEMENTS THROUGH THE PTO.
- BEFORE DRIVING AN IMPLEMENT CONNECTED TO THE PTO, MAKE SURE THAT ALL BYSTANDERS ARE AT A SAFE DISTANCE.
- ALWAYS DISENGAGE THE PTO CLUTCH, DISENGAGE PTO DRIVE, AND STOP THE ENGINE BEFORE TOUCHING IMPLEMENTS DRIVEN FROM THE PTO.

Your tractor is equipped with a PTO "L" (Fig. 14) designed and built to international 1" 3/8 DIN 9611 standards, with RIGHT-HAND rotation, located at the rear of the gearbox housing.

The PTO shaft can be driven in one of two ways:

- Via the gearbox - SYNCHRONIZED MODE
- Directly from the engine - INDEPENDENT MODE

The speeds can be selected by means of the PTO control lever (20) (Fig. 13) which has four positions:



Speed SYNCHRONIZED with all gears

1000

CLOCKWISE speed independent of gear

N

PTO DISENGAGED (neutral)

540

CLOCKWISE speed independent of gear

N.B.: The tractor is fitted with a two plate dry clutch operated by means of a pedal (25) (Fig. 3) for changing gear and with a hand lever (22) (Fig. 3) for the PTO.

To select the PTO speed, proceed as follows:

- 1) Disengage the PTO clutch using the lever (22) (Fig. 12).
- 2) Set the PTO engager lever (20) (Fig. 13) on the required speed.
- 3) Gradually release the clutch lever (22) (Fig. 12).

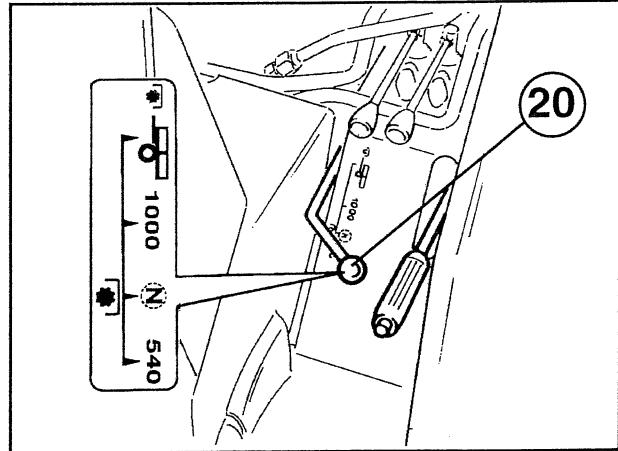


Fig. 13 PTO engager lever



WARNING!

- START THE ENGINE WITH THE PTO CLUTCH MODE SELECTOR LEVER IN THE NEUTRAL POSITION.
- WHEN THE PTO IS NOT BEING USED, MOVE THE CLUTCH MODE SELECTOR LEVER TO THE NEUTRAL POSITION.

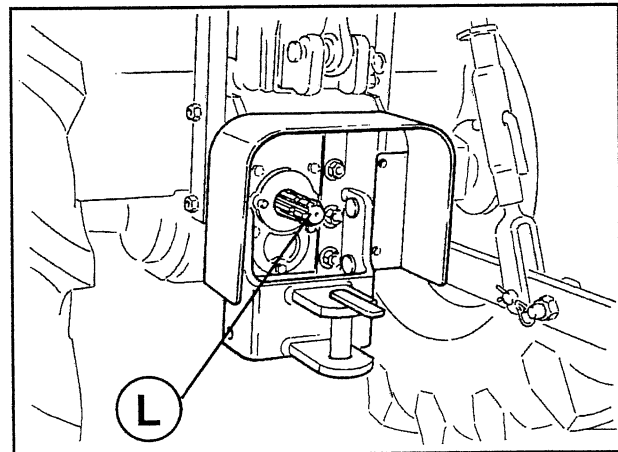


Fig. 14 Rear PTO

SYNCHRONIZED POWER TAKE OFF

Use of the SYNCHRONIZED PTO with speed change, should only occur when self-propelled trailers are towed. The synchronized ratio between the wheels and PTO revs is: 1:19,72.

Synchronized mode is selected by means of the PTO control lever "20" (Fig. 13).

INDEPENDENT POWER TAKE OFF

In independent mode the PTO is driven directly from the engine and its operation is therefore not linked in any way with tractor movement.

The PTO can therefore be used both with the tractor stopped and in movement, permitting the following operations:

- a) stopping the tractor without stopping the PTO shaft (disengaging the engine-gear clutch);
- b) stopping the PTO shaft without stopping the tractor (disengaging the engine-PTO clutch).

The first operation may be needed if implement jamming occurs and the tractor will need to be momentarily stopped, leaving the PTO to rotate until the implement is cleared.

The second occasion for use will be brief maneuvers are required to be carried out, at the end of the field, or when the PTO needs to be stopped and the tractor needs to continue moving.

There are two independent PTO speeds: 540 and 1000 r.p.m., and these can be obtained at respectively 2538 and 2411 r.p.m. of the motor speed. The speed can be selected by means of the independent PTO engagement control lever (20) (Fig. 13), which has two positions

POWER LIFT OPERATION

The hydraulic power lift allows the implements that are attached to the three point linkage to be raised and lowered. It is made up of a power lifting unit including one jack and the relative controls, a gear pump and connecting tubes.



WARNING!

- **WHEN USING THE LIFT MAKE SURE NO ONE IS IN OR ENTERS THE OPERATING ZONE OF THE IMPLEMENT.**
- **MAKE SURE ALL THE HITCH COUPLINGS ARE SECURE BEFORE RAISING THE IMPLEMENT.**
- **THE LIFT SYSTEM USES OIL UNDER PRESSURE. THE LIFT CANNOT RAISE IMPLEMENTS WHICH WEIGH MORE THAN THE SPECIFIED MAXIMUM WEIGHT. ATTEMPTING TO RAISE SUCH IMPLEMENTS COULD BE DANGEROUS.**

HYDRAULIC POWER LIFT WITH POSITION AND DRAFT CONTROL (Fig. 15)

This device can be used in three different ways:

- a) position control
- b) draft control
- c) mixed adjustment

a) position control

This can be obtained by using the external lever (16) after having positioned the internal lever (15) at the UP travel limit.

The position of the implement, above or below ground level, can be obtained by moving the external lever (16) forwards in order to lower and backwards in order to raise the implement; the lever can be fixed in position by means of the lever stop knob (17).

When working in position control mode it can sometimes happen that a change in the nature of the soil, or an obstruction hidden beneath the surface causes the traction demanded of the tractor to exceed its capabilities. The tractor wheels will slip progressively as a result. This can be avoided by raising the implement for a moment while it passes the obstacle.

b) Draft control:

This operating mode is controlled using the draft control lever (15) on the inside of the two control levers. The position control lever (16) must be moved as far UP as it will go to allow draft control mode to work. The working depth of the implement is set by lowering the draft control lever (15). The depth of the implement is proportional to the traction demanded of the tractor in relation to the changing nature of the soil. Draft control mode allows the tractor to advance at a constant speed, since every time a force alters the traction effort the implement requires, the lift automatically raises or lowers the implement to counteract this variation.

Once the optimum working depth has been established by gradually lowering the draft control lever (15), the lever can be locked in position using the stop knob (17). The implement is also raised and lowered at headlands using the draft control lever (15). The maximum raised position attainable by the draft control lever (15) is determined by the position of the position control lever (16) if this is not in its fully UP position.

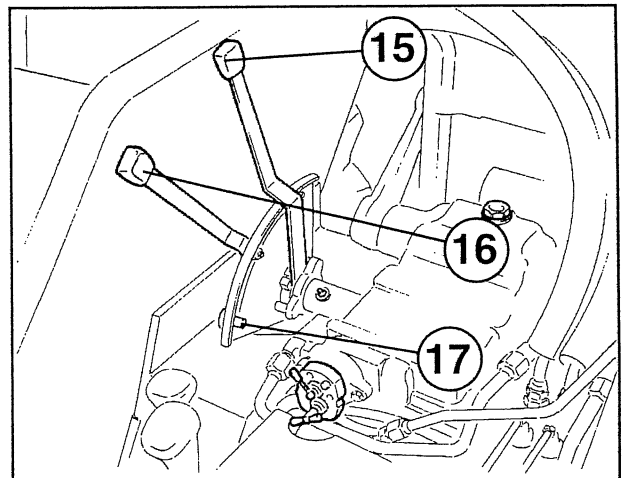


Fig. 15 Hydraulic lift draft and position mode controls.

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c) Mixed adjustment

This can be obtained by mixing "draft" and "position" control in the following manner:

- 1) move the levers (15) and (16) to the UP travel limit position.
- 2) Move the lever (16) to the forward position until the implement has been lowered to the desired height.
- 3) Move the draft lever (15) forward until the desired depth has been reached.

N.B.: lower the lever by means of the position lever (16) until it has reached a certain depth in the ground, then proceed with the draft lever (15) in order to exceed the previous depth obtained. In this manner the lower limit is controlled by the draft and the upper limit by the position.

- 4) By moving the draft lever (15) backwards to the UP travel limit, the implement will be raised to the limit set by the position lever (16).



CAUTION!

- NEVER UNDER ANY CIRCUMSTANCES ATTEMPT TO ADJUST THE HYDRAULIC CONTROL VALVE OR ITS LINKAGES. SHOULD YOU EXPERIENCE ANY PROBLEMS OPERATING THE LIFT, CONTACT YOUR LOCAL VALPADANA DEALER OR VALPADANA'S TECHNICAL ASSISTANCE SERVICE DIRECTLY.

IMPLEMENT HITCHING DEVICE

The three point linkage is used to connect the tractor to the implements that are controlled by the hydraulic power lift. To ensure correct lift functioning, carefully check that the dimensions of each implement corresponds with the three point linkage and power lift specifications.

Weight of implement

To ensure correct lift functioning, make sure that the total weight of mounted implements does not exceed the rated lifting capacity of the tractor's power lift at the extremities of the lower lift arms.

MAX. WEIGHT LIFTED BY LOWER LIFT ARMS	
TRACTOR MODEL	WEIGHT KG.
4035W SYNCHRO	900
4040 SYNCHRO	900

Remember that these specifications are purely indicative and are significantly influenced by the distance of the implement's center of gravity from the three point linkage.

The weight varies as the distance progressively increases from the three point linkage.

Implements with a long overhang from the three point linkage apply a far greater strain to the linkage than that applied by the dead weight of the implement alone.

THREE POINT LINKAGE (Fig. 16)

The three point linkage is made up of the following main components:

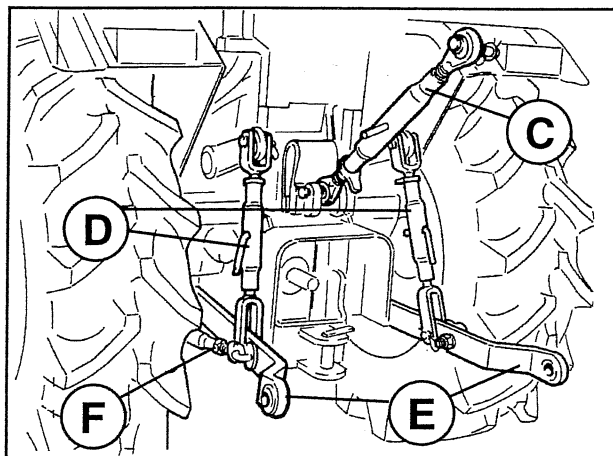


Fig. 16 Three point linkage components

- 1) **Lower lift arms (Bretelle) E** (Fig. 16)
These devices supply the implement with the necessary traction and support draft. These are normal type with category 1 ball ends (inside diam. 22.4 mm).
- 2) **Adjustable vertical tie-rods D** (Fig. 16)
These connect the lift arms to the lower arms (braces). Their length can be adjusted, allowing adjustment of the transverse height angle to suit the job on hand.
- 3) **Anti-swing transversal side rods (stabilizers) F** (Fig. 16)
The length of the Anti-swing transversal side rods can be adjusted by tightening or loosening the central part. They permit the lateral articulation of the lower lift arms according to the type of implement and the nature of the work that needs to be carried out.
- 4) **Adjustable central rod (3rd point) C** (Fig. 16)
The choice must be made according to the sensitivity requested. The length of the central rod can be adjusted by tightening or loosening the central part, in order to adjust the tilting angle of the implement in relation to the ground. During working operations the central rod should tilt slightly towards the ground when the lower lift arms are parallel with the ground.

IMPLEMENT HITCHING

- 1) Lower the power lift with the three point linkage connector.
- 2) Adjust the anti-swing rods in order to allow maximum lateral play.
- 3) Reverse the tractor in order to hitch up the implement.
- 4) Insert the connecting pins into the lower lift arms and lock in position with the safety pins.
- 5) Adjust the anti-swing rods according to the implement and type of work.
- 6) Connect the central rod (3rd point) to the implement using the special pins and adjust the tilting angle according to the ground surface and type of work.

IMPLEMENT UNHITCHING

- 1) Rest the implement on the ground.
- 2) Adjust the anti-swing rods in order to allow maximum lateral play on the lower lift arms.
- 3) Remove the safety pins on the implement attaching pins in order to slide off the lower lift arms.
- 4) Remove the pin that connects the central rod (3rd point) to the implement.



WARNING!

- **ALWAYS SWITCH THE ENGINE OFF BEFORE ADJUSTING THE THREE POINT LINKAGE OR THE IMPLEMENT.**
- **WHEN THE TRACTOR IS STOPPED ALWAYS LOWER THE IMPLEMENT ATTACHED TO THE THREE POINT LINKAGE.**
- **ALWAYS SELECT POSITION CONTROL MODE WHEN TRANSPORTING MOUNTED IMPLEMENTS ON THE THREE POINT LINKAGE.**
- **ALWAYS SELECT POSITION CONTROL MODE WHEN HITCHING OR UNHITCHING AN IMPLEMENT AT THE THREE POINT LINKAGE.**
- **NEVER WORK UNDERNEATH AN IMPLEMENT HELD UP ONLY BY THE HYDRAULIC LIFT AND THREE POINT LINKAGE. CHOCK IT FROM UNDERNEATH FOR SAFETY AND STOP THE TRACTOR ENGINE BEFORE STARTING WORK.**

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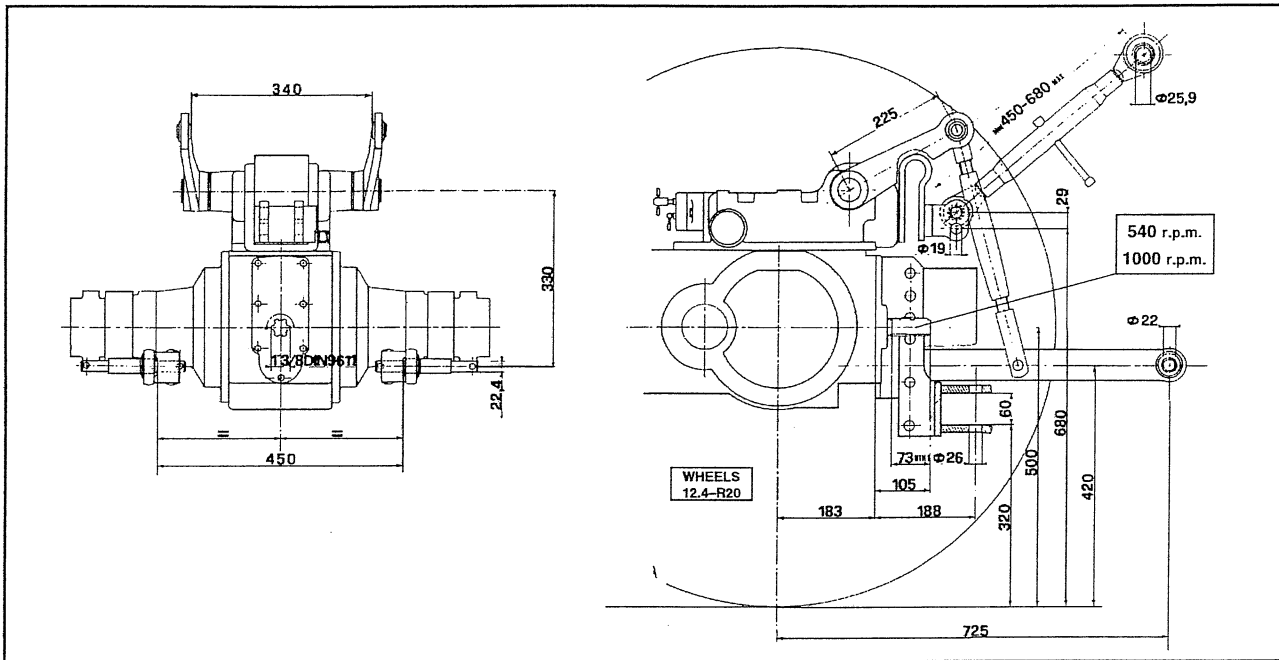


Fig. 17 PTO and three-point linkage

CAT.B REAR TOWING ATTACHMENT (Fig. 18)

A towing attachment can be fitted for towing single or twin axle agricultural implements and trailers. In order to make hitching up to the towed implement easier, the towing attachment can be adjusted in height by sliding off the pins (G) with the relative split pins on the plates (H) and by fixing the towing attachment (I) at the required position, corresponding to the most suitable position for use with the tractor.

⚠ WARNING!

- ALWAYS SWITCH THE ENGINE OFF BEFORE ADJUSTING THE HEIGHT OF THE TOW HITCH.
- SAFE TRACTOR OPERATION DEPENDS ON THE CORRECT ADJUSTMENT OF THE TOW HITCH HEIGHT.
- AVOID TOWING EXCESSIVELY HEAVY LOADS.

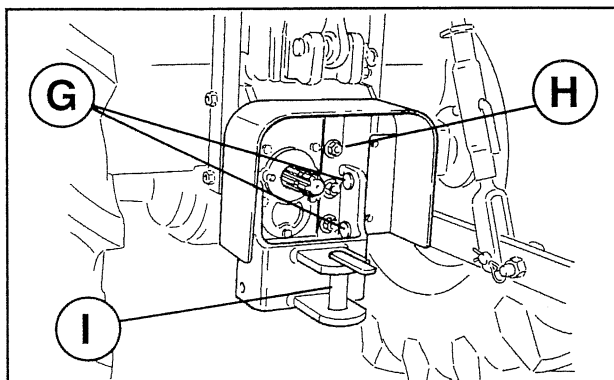


Fig. 18 Tow-bar height adjustment

FRONT TOWING ATTACHMENT AND ENGINE HOOD OPENING BUTTON (Fig. 19)

The tractor is equipped with a front towing attachment (A) for emergency pulling operations from the front and for towing the tractor.

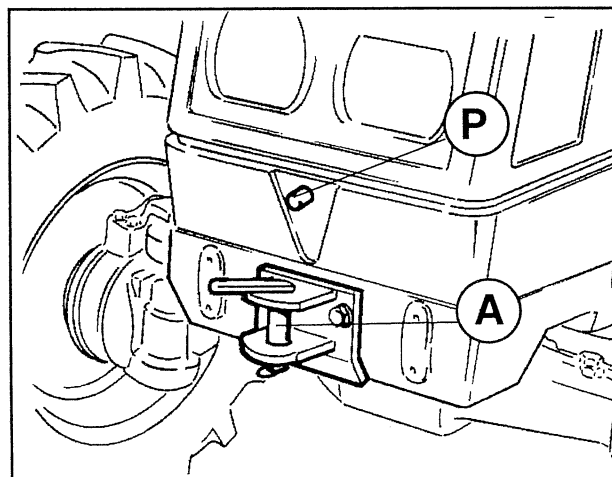


Fig. 19 Front tow-bar and engine hood opening button

The engine hood is opened to the front by pressing button (P); once raised, it is locked in position by fitting a rod into a seat provided, as on passenger cars.

AUXILIARY CONTROL SYSTEMS WITH REAR HYDRAULIC CONNECTORS

(Fig. 20-21)

Two auxiliary power systems can be mounted on the opposite side from the power lift controls in order to control the external cylinders.

These power systems are linked to the power lift circuit and use the same oil.

Implements are connected to the auxiliary hydraulic power system via 1/2" push-pull connectors at the rear of the tractor.

The power systems can be of type "A" and type "B".

- 1) **Single-acting power system.**
Allows single-acting use of rear hydraulic connector "1A" connected to it.
- 2) **Double-acting power system.**
Allows sole double-acting use of rear hydraulic connectors "2B" connected to it.

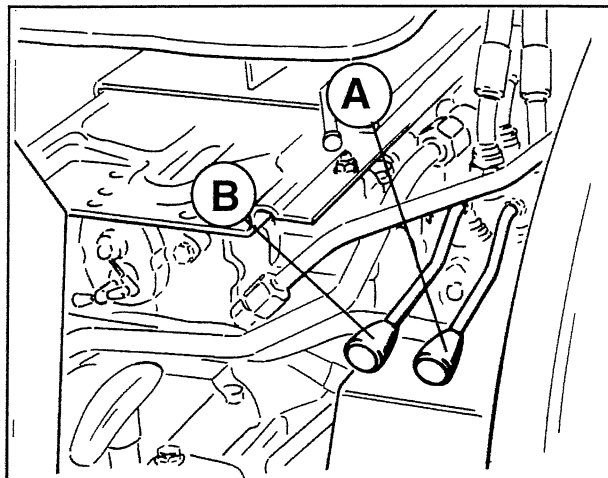


Fig. 20 Type A and B auxiliary control valves.

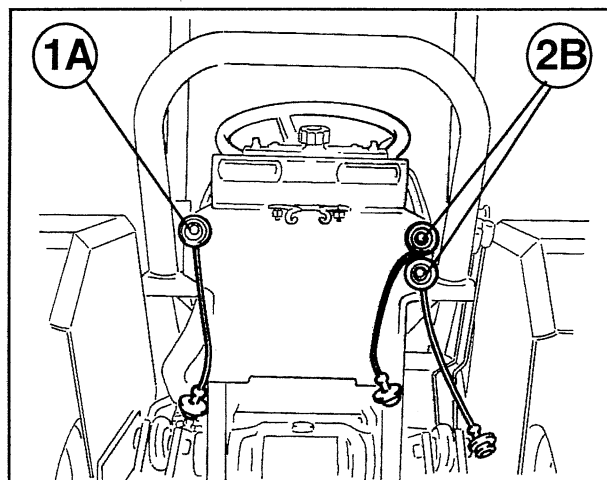


Fig. 21 Additional rear hydraulic couplings controlled by control valves A and B.

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ADJUSTING TRACKS

The front and rear tracks have two alternative settings. To adjust, use the Zs on the discs for the rear wheels, leaving the positions of the plates fixed to the wheel hubs unchanged. For the front wheels, the plates have to be exchanged, fitting the right one in the place of the left and vice-versa.

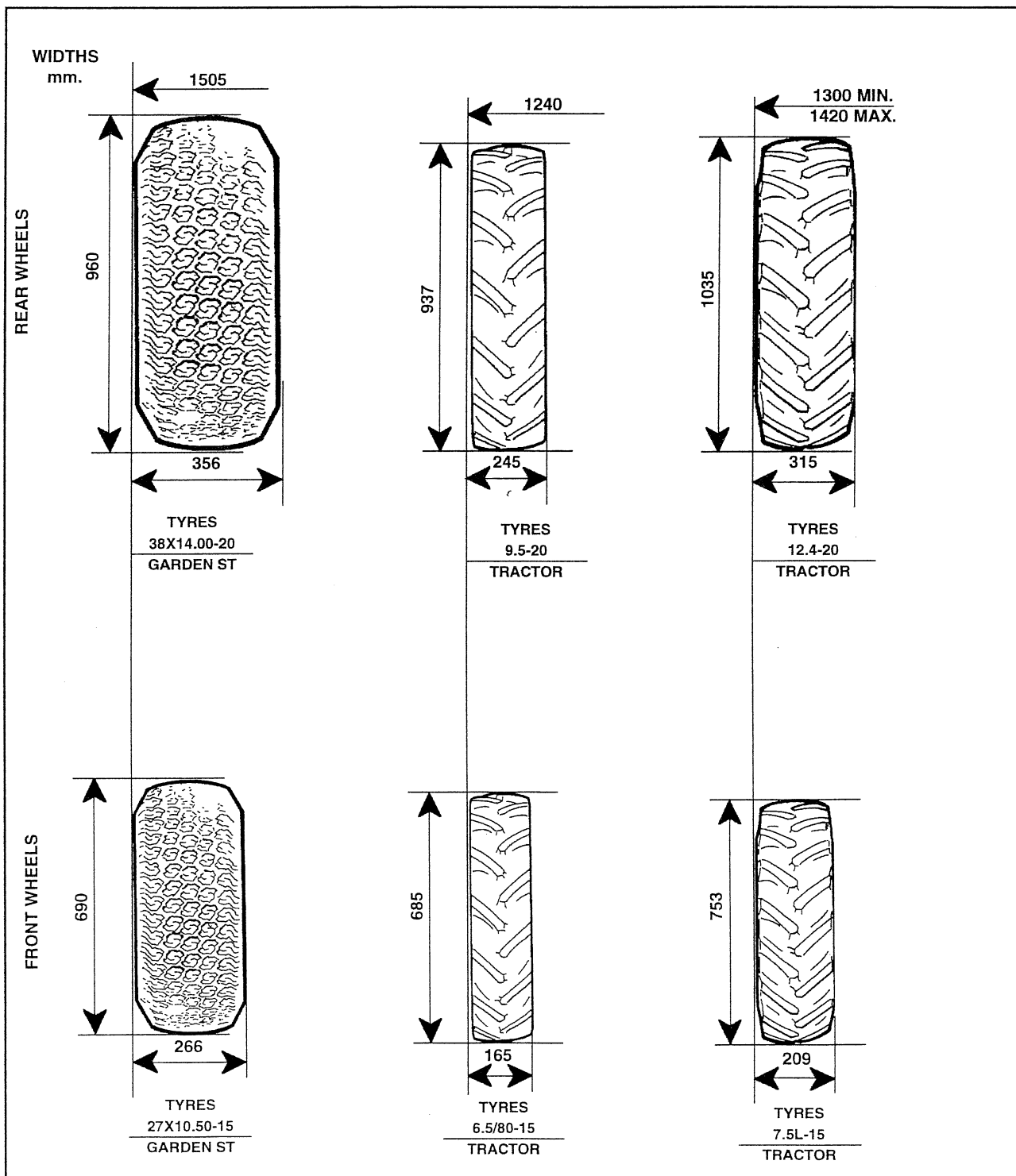


Fig. 22 Adjusting tracks with the various types of tyres available

After adjusting the tracks, it is different to ensure that the wheels have been fitted correctly, with the ribs on the tyres pointing in the forward travel direction.



WARNING!

- ALWAYS TAKE ALL POSSIBLE PRECAUTIONS WHEN REMOVING THE WHEELS. USE SUITABLE EQUIPMENT TO REMOVE AND MOVE THEM.
- WHEN FITTING THE WHEELS AFTER HAVING CARRIED OUT TRACK ADJUSTMENTS OR OTHER OPERATIONS, THOROUGHLY TIGHTEN THE BOLTS ON THE WHEELS AND HUBS. AFTER 10 HOURS OF WORK, RE-CHECK THE TORQUE.

WHEELS AND TYRES

Always check and adjust tyre pressure before using the tractor. Re-check tyre pressure at regular intervals.

Tyre inflation pressures are listed in the "TECHNICAL SPECIFICATIONS" at the end of this manual.

If you notice any cuts in the sidewalls or tread, have then vulcanized immediately to avoid further damage to the tyre. If you have reduced tyre pressure to improve traction on soft earth, take special care and drive slowly if you have to take the tractor on the public roads.



WARNING!

IF THE TRACTOR IS NOT GOING TO BE USED FOR AN EXTENDED PERIOD, SUPPORT IT ON RAISED BLOCKS TO REMOVE THE LOAD FROM THE TYRES.

BALLASTING

When a tyre is not sufficiently loaded to deliver the traction required to move the tractor, it can slip. Tyre slip not only causes lost traction but also causes rapid wear and reduced working efficiency.

The tractor should be ballasted by fitting cast-iron rings to the rear wheels.

BALLASTING THE WHEELS

Each of the rear wheels can be fitted with 1 ballast weighing 60 kg.

Per il montaggio delle zavorre in ghisa procedere come segue (Fig. 23-24-25):

- 1) unscrew the nuts (A) which secure the wheels;

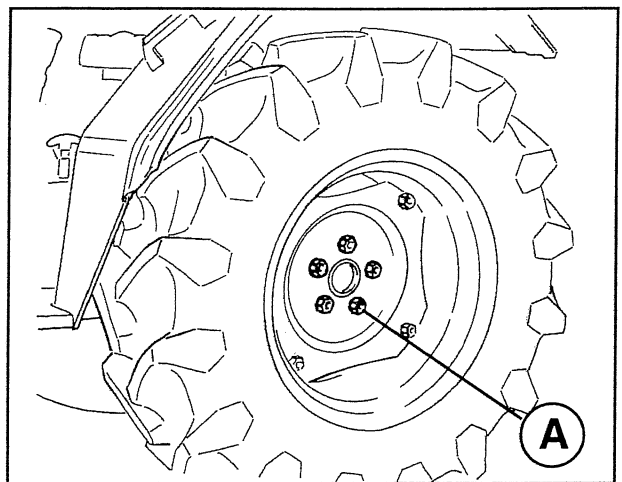


Fig. 23

- 2) fix the supporting (B) to the wheel disc using the nuts provided;

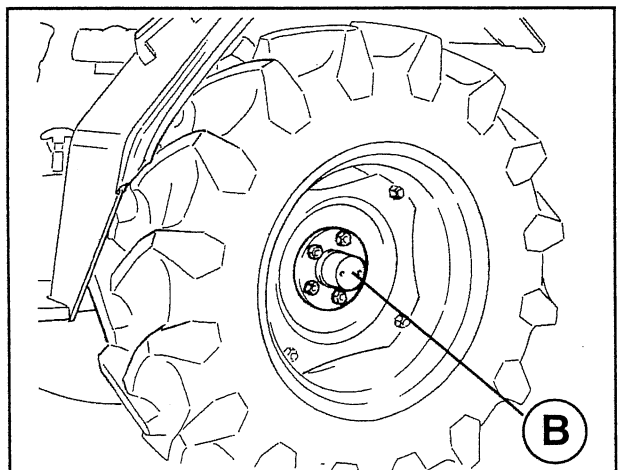


Fig. 24

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- 3) fit the ballast (C) on the support and fix it using the cap (D) and the relative screws;

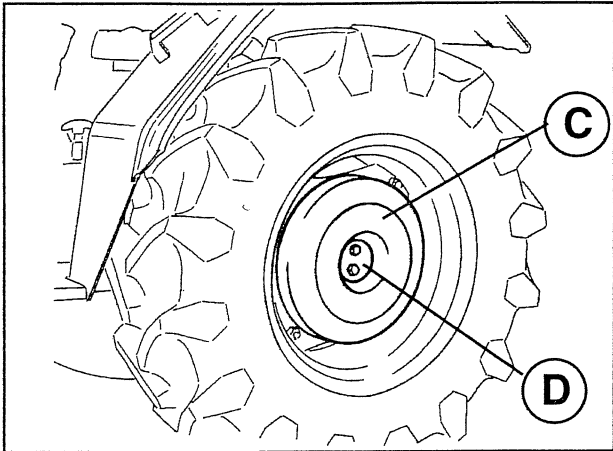


Fig. 25



WARNING!

- ONLY BALAST THE TRACTOR WHEN REQUIRED BY THE JOB IN HAND. WHEN USING THE TRACTOR FOR LIGHT WORK OR TRANSPORT ON ROADS, REMOVE ALL BALLAST TO AVOID POINTLESS STRAIN ON MECHANICAL COMPONENTS.

FRONT BALLAST

If the implements hitched to the three point linkage are heavy enough to influence the stability of the tractor, front ballast can be added to counteract their weight.

This ballast is composed of a kit, that can be supplied on request, made up of:

- 1) A cast-iron support (G) (Fig. 26) fixed to the front axle by means of 4 screws (L) and carrying the front tow bar (A).

The support (G) supports the ballast blocks and weighs about 60 kg.

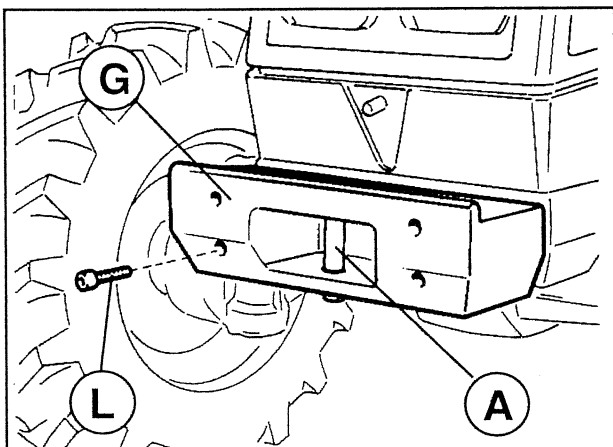


Fig. 26 Front ballast support

- 2) Up to 6 cast-iron ballast blocks (V) (Fig. 27) can be fitted by inserting them onto the support (G) from the side. They are fixed in place using a threaded bar (B) and the relative 4 nuts. The ballast blocks (V) weigh 25 kg each.

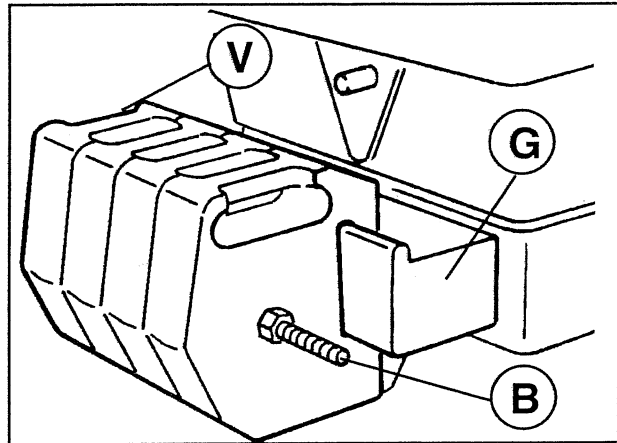


Fig. 27 Front ballast blocks

WATER BALLAST

The machine can be ballasted easily and economically by filling the tyres with water.

This provides rear ballast of about 90-100 kg depending on the wheel size and front ballast of about 40-50 kg, depending on wheel size, with the wheels filled with water to the maximum capacity.

An anti-freeze solution should be added to the water when the tractor is being used in very cold temperatures which could cause the water to freeze.



WARNING!

WHEN PREPARING CALCIUM CHLORIDE SOLUTIONS, NEVER POUR WATER ONTO THE CALCIUM CHLORIDE. THIS COULD RESULT IN A VIOLENT REACTION. INSTEAD, ADD THE CALCIUM CHLORIDE GRADUALLY TO THE WATER AND STIR UNTIL COMPLETELY DISSOLVED.

FILLING THE TYRES WITH WATER

(Fig. 28)

- 1) Jack up the wheel to fill with water, and turn it so that the valve is at the top.
- 2) Unscrew the inner valve and wait for the tyre to deflate.
- 3) Screw adapter (3) on to the outer valve body (1). Push the water supply line over the hose union (2). Turn on the water supply and check that residual air is forced out of bleeder tube (4). Fill the tyre with water until water starts to come out of the tube (4).
- 4) Replace the inner valve and inflate the tyre to the correct air pressure.

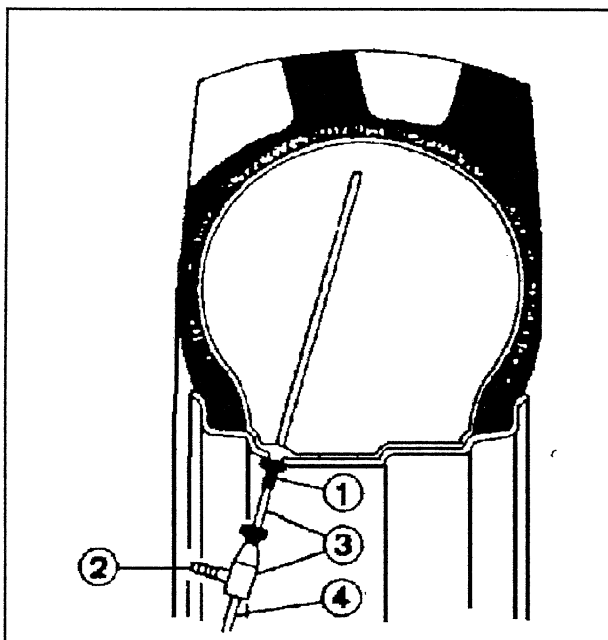


Fig. 28 Water ballasting diagram.

- 1) Outer valve body
- 2) Hose union
- 3) Water filler/drain adapter
- 4) Bleeder tube

DRAINING WATER FROM THE TYRES

(Fig. 28)

- 1) Jack up the wheel to drain and turn it so that the valve lies at the bottom.
- 2) Unscrew the inner valve and leave the water drain out of the tyre.
- 3) Screw the adapter (3) on to the outer valve body and push tube (4) completely into the tyre until it touches the inside of the tyre itself.
- 4) Blow air into the tyre through the union (2) to force all remaining water out through the bleeder tube (4).
- 5) Remove adapter (3), replace the inner valve, and re-inflate the tyre to its correct pressure.

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WARNING!

- CAREFULLY READ THE INSTRUCTIONS AND SAFETY PRECAUTIONS IN THIS MANUAL BEFORE CARRYING OUT EVEN THE SIMPLEST MAINTENANCE OPERATIONS.
- NEVER CARRY OUT MAINTENANCE, REPAIR, OR LUBRICATION OPERATIONS WITH THE ENGINE RUNNING UNLESS SPECIFICALLY INSTRUCTED TO DO SO.
- WHEN PERFORMING ANY MAINTENANCE OPERATIONS WHICH REQUIRE THE ENGINE TO BE RUNNING, ALWAYS GET HELP FROM AN EXPERIENCED OPERATOR WHO IS ABLE TO KEEP THE ENGINE UNDER CONTROL AND TAKE EMERGENCY ACTION SHOULD THE NEED ARISE.
- NEVER LEAVE THE ENGINE RUNNING IN ENCLOSED SPACES. EXHAUST GASES ARE HIGHLY TOXIC.
- IF ANY LARGE ASSEMBLIES NEED TO BE REMOVED, MAKE SURE THAT THEY ARE ADEQUATELY SUPPORTED.
- NEVER WORK UNDERNEATH THE TRACTOR OR PARTS OF THE TRACTOR WITHOUT USING SUITABLE SUPPORT EQUIPMENT IN COMPLIANCE WITH THE SAFETY REGULATIONS IN FORCE.
- NEVER TRY TO ILLUMINATE AREAS OF THE TRACTOR ON WHICH WORK IS BEING CARRIED OUT USING LIGHTERS, MATCHES OR ANY OTHER TYPE OF NAKED FLAME.
- USE ONLY APPROVED NON-TOXIC AND NON-INFLAMMABLE SOLVENTS TO CLEAN TRACTOR PARTS.
- ALWAYS RELIEVE ALL OIL PRESSURE BEFORE PERFORMING ANY OPERATIONS ON THE HYDRAULIC SYSTEM.
- NEVER WEAR LOOSE-FITTING CLOTHING WHEN WORKING NEAR MOVING PARTS.
- IF SPECIAL TOOLS ARE REQUIRED FOR MAINTENANCE OPERATIONS, MAKE SURE THAT THEY CONFORM WITH APPLICABLE SAFETY REGULATIONS.
- NEVER ADJUST THE FUEL PUMP OR TENSION OF THE BELTS WITH THE ENGINE RUNNING.

ENGINE

Strictly comply with the maintenance instructions in the engine manual supplied with your tractor.

ENGINE COOLING CIRCUIT

(model 4035W)

The tractor is supplied with the cooling circuit containing 50% antifreeze. This protects the system from temperatures down to -35° C. Increase the percentage of antifreeze in the solution if the temperatures are lower.

Once a year at the beginning of the cold season, check the density of the antifreeze and top up the correct percentage if necessary, according to the values given in the following table.

Degrees °C	-8°	-15°	-25°	-35°
Percentage in volume of antifreeze	20	30	40	50

Antifreeze solutions have anti-oxidant, anti-corrosive and anti-scaling properties and must be kept in the cooling circuit throughout both summer and winter for a maximum **2 years**, so long as the tractor has not worked for more than **1000 hours** during this period.

- Top up with pure water in emergencies, to safeguard against sudden leaks.
Restore the mixture to its original percentages once the leak has been eliminated.

It is also very important to **periodically** check whether the radiator is clogged. Leaves, straw, soil and so forth can stick to the radiator fins and notably reduce the efficiency of this part. In this case, blow a jet of air from inside the radiator towards the outside.



WARNING!

- NEVER REMOVE THE RADIATOR TANK CAP WITH THE ENGINE HOT; YOU MAY BURN YOURSELF.
- UNSCREW THE RADIATOR TANK CAP VERY SLOWLY TO DISCHARGE THE PRESSURE BEFORE REMOVING THE CAP.
- NEVER TOP UP THE RADIATOR TANK WITH COOLANT WITH THE ENGINE HOT.

- 5) Greasing: before lubricating parts equipped with grease nipples, carefully clean the surfaces of these latter and make sure that the ball is free.

Now lubricate all points requiring grease:

- Ball joint of hydraulic steering cylinder "O" (Fig. 32)
- Pedal unit under the footboard F (Fig. 45)
- Hydraulic lift lever control pin G (Fig. 38).

After lubricating, remove all grease residuals to prevent soil or dust from adhering.

- 6) Make sure that all nuts, bolts and screws are tight, particularly those of the wheels.

ROUTINE MAINTENANCE

EVERY 100 HOURS WORK

- 1) Check the oil level in the gearbox and in the steering hydraulic circuit tank as explained in points 2 and 3 (after the first 50 working hours).
- 2) Grease all greasing points.

EVERY 250 HOURS WORK

- 1) Change the oil filter cartridge P (Fig. 32-33) which serves the lift hydraulic circuit, fitting a type CA60/3 (filtering 30 μ) cartridge.
- 2) Check the oil level in the gearbox and in the steering hydraulic circuit tank (Fig. 34-36).
- 3) Clean the oil filter in the tank (U) which serves the steering hydraulic circuit (Fig. 36).

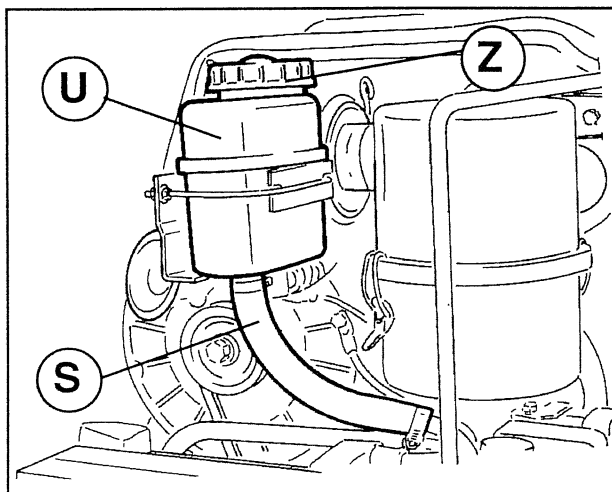


Fig. 36 Steering hydraulic circuit oil tank.

EVERY 1000 HOURS WORK

- 1) Change the gearbox oil.

With the tractor hot and on flat ground, drain the oil from the union R (Fig. 37) with the hydraulic lift links completely lowered. Add the quantity and type of new oil indicated in the lubricants table on page 41 from the cap A (Fig. 38) behind the driving seat on the gearbox.

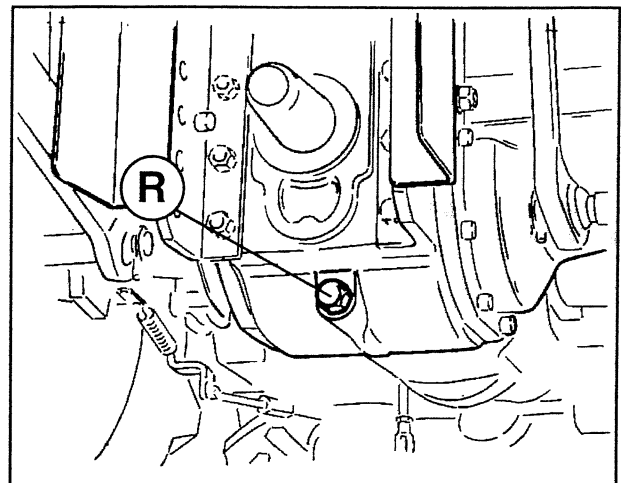


Fig. 37 Changing the gearbox oil.

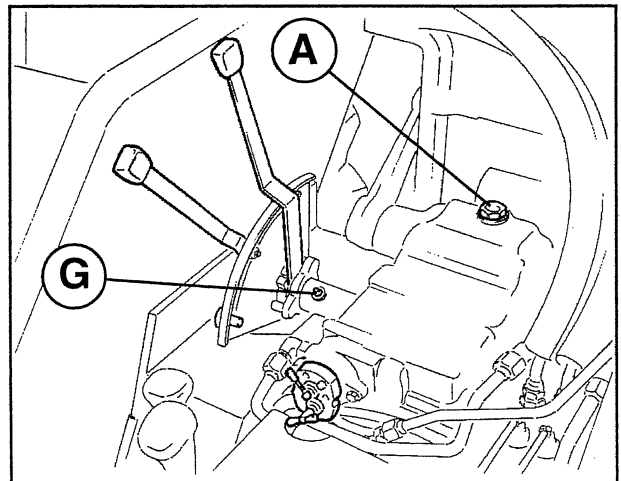


Fig. 38 Gearbox oil filler cap and lift control lever greaser.

- 2) Change the differential and front final drive oil (Fig. 39).
With the tractor hot and on flat ground, drain the oil from the cap E and from the side caps D. Add the quantity and type of new oil indicated in the lubricants table on page 41 from the caps V.

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Maintenance

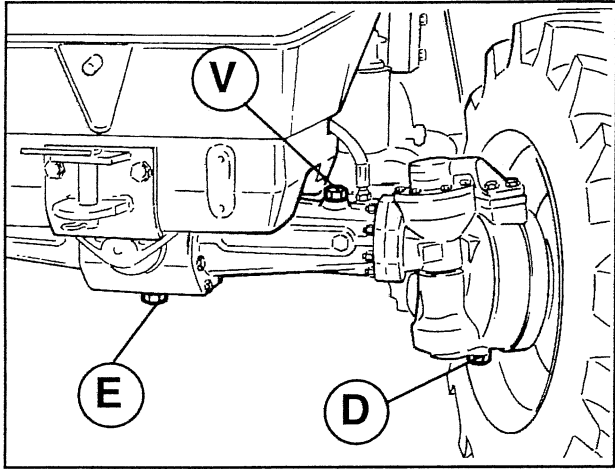


Fig. 39 Changing the differential and front final drive oil.

- 3) Change the oil in the hydraulic steering tank U (Fig. 36).

With the tractor hot and on flat ground:

- disconnect the pipe (S) under the tank, after undoing the hose clamp.
- Drain the oil from the tank and replace with the quantity and type indicated in the table on page 41.

- 4) Change the engine cooling liquid (Fig. 40) (model 4035W).

The tractor must be cold and on flat ground.

Remove the cap of the radiator tank V (Fig. 31) then disconnect the hose M after undoing the clamp F and allow the liquid to drain out.

Reconnect the hose M to the radiator, tightening the clamp F thoroughly, and then fill through the cap of the tank V (Fig. 31).

Before putting the cap on the tank, run the engine at idling speed for about five minutes to vent the air from the circuit.

Stop the engine, check the level and top up if necessary, then replace the cap.

N.B.: Use a 50% solution of radiator fluid to form about 11 liters with water.



WARNING!

- NEVER REMOVE THE RADIATOR TANK CAP WITH THE ENGINE HOT; YOU MAY BURN YOURSELF.
- UNSCREW THE RADIATOR TANK CAP VERY SLOWLY TO DISCHARGE THE PRESSURE BEFORE REMOVING THE CAP.
- NEVER TOP UP THE RADIATOR TANK WITH COOLANT WITH THE ENGINE HOT.

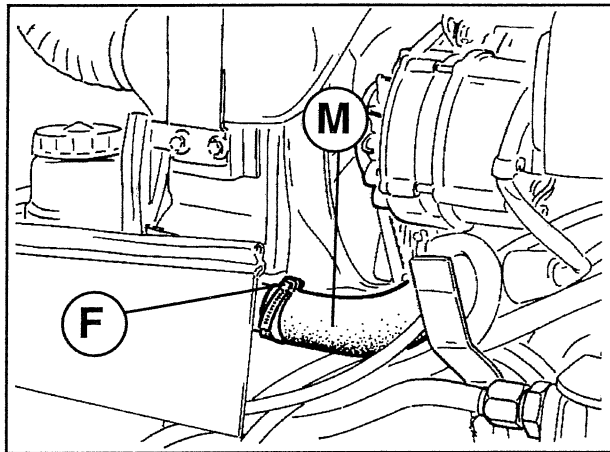


Fig. 40 Hose for draining the engine radiator (model 4035W).

FUEL AND LUBRICANTS CHART				
PARTS TO BE LUBRICATED		SINCLAIR LUBRICANTS		REPLACE AFTER HOURS
		TYPE	QUANTITY LITERS	
1	Engine oil sump	See engine Operation and Maintenance manual		
2	Cooling circuit (model 4035W)	Antifreeze	11 (50% antifreeze) (50% water)	1000
3	Gearbox	TRANSFLUID AS/B	18	1000 (after the first 50h replace filter)
4	Differential and front final drives	HD GEAR OIL EP SAE 80W - 90	4	1000
5	Steering hydraulic circuit	A.T.F. T.A.S.A.	2	1000
6	Fuel tank	GAS-OIL	25	-
7	Grease nipples	MULTIPORPUSE	—	50

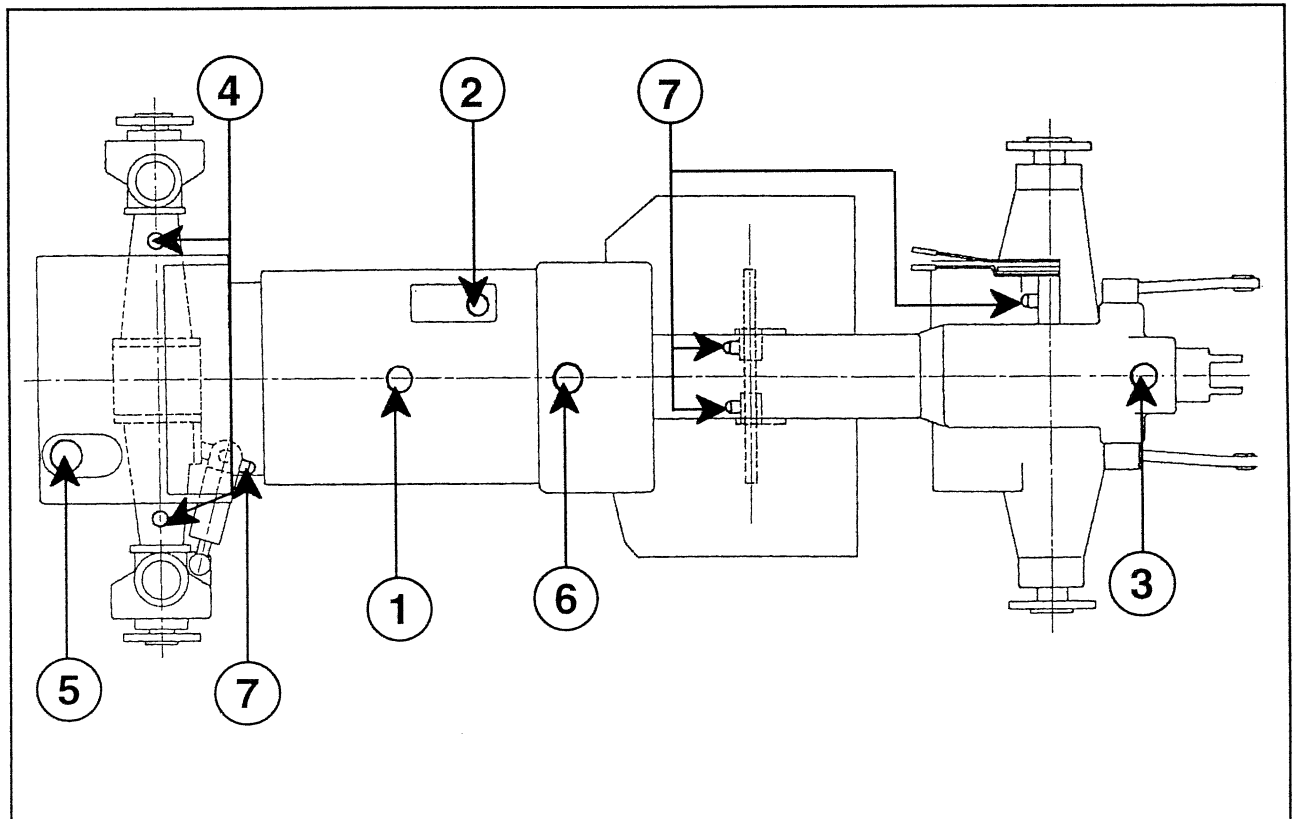


Fig. 41 Tractor refuelling and lubricating points.

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ROUTINE ADJUSTMENTS

Clutch pedal (Fig. 42)

The distance the pedal 25 must travel before disengaging the clutch is about 2 cm.

Adjust the pedal stroke to compensate for wear of the clutch plate using fork A after undoing the locknut G.

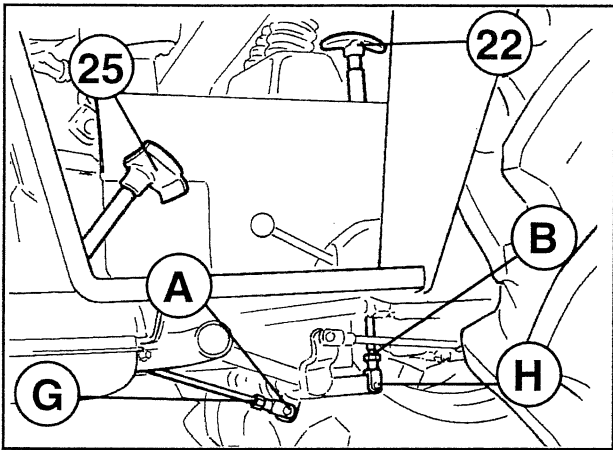


Fig. 42 Adjusting the gearbox clutch pedal and PTO clutch lever stroke.

PTO Clutch (Fig. 42)

The distance the lever 22 must travel before disengaging the clutch is about 2 cm.

Adjust the lever stroke to compensate for wear of the clutch plate using fork H after undoing the locknut B.

Engine idling speed (Fig. 43-44)

The engine idling speed can be adjusted using the register A after undoing the locknut B of the accelerator pedal and hand throttle.

This also allows recovery of any excess travel on the accelerator pedal 13 (Fig. 3) and throttle lever 6 (Fig. 1-2).

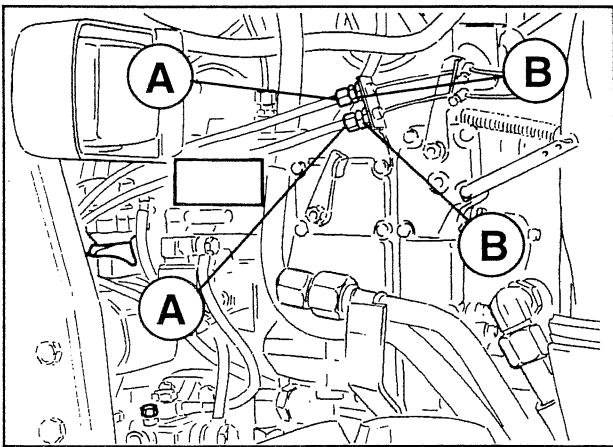


Fig. 43 Adjusting the stroke of the accelerator pedal and hand throttle (model 4035W).

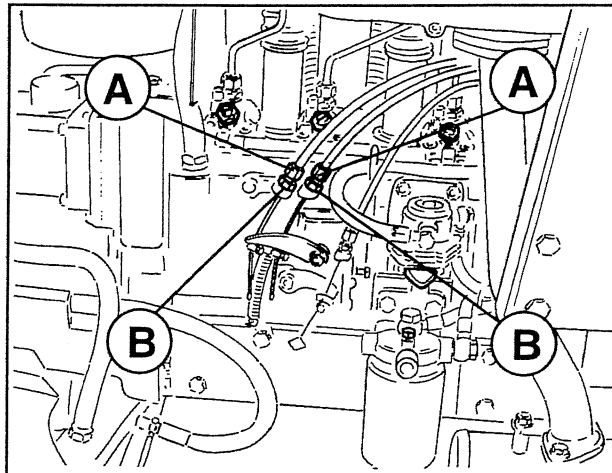


Fig. 44 Adjusting the stroke of the accelerator pedal and hand throttle (model 4040).

Service brakes (Fig. 4-45)



WARNING!

- **WHEN DRIVING ON THE PUBLIC HIGHWAY AND WHEN WORKING IN THE FIELDS THE TWO PEDALS MUST BE COUPLED.**
- **ONLY USE THE PEDALS INDEPENDENTLY FOR MANOEUVERING IN TIGHT SPACES.**

The service braking action requires adjustment::

- a) to compensate for wear of the brake linings
- b) to reduce excess pedal stroke
- c) to correct differences in braking on the two wheels.

To adjust the braking action of the right-hand 11 and left-hand 12 braking pedals (Fig. 4) proceed as follows:

- a) lock the brake pedals 11 and 12 together with the connecting lever 10 (Fig. 4).
- b) Start the tractor and drive off. Try braking. If the tractor pulls to the RIGHT, adjust the RIGHT brake linkages (R) (Fig. 45) as follows. Slacken lock nut (D) and turn the adjuster anti-clockwise to increase the free play in the RIGHT pedal linkage. Re-tighten lock nut (D) on completion. If the tractor pulls to the LEFT, perform this operation on the LEFT linkages instead.
- c) Repeat the test. Make any fine adjustments as necessary.

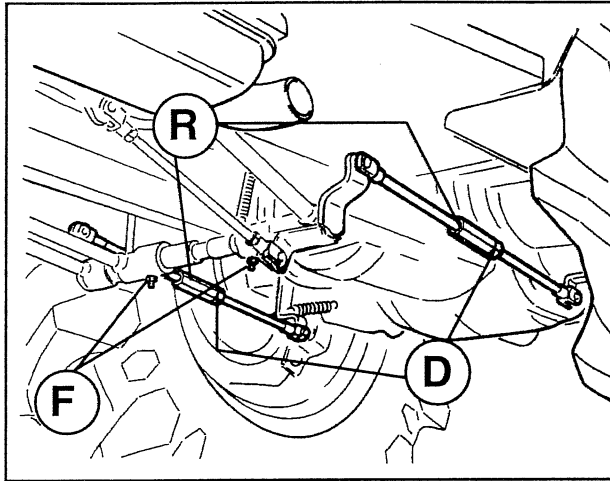


Fig. 45 Adjusting the service brakes and greasers on the brake pedals.

Parking brake (Fig. 7-46)

The stroke of the parking brake 21 (Fig. 7) is adjusted using the fork G after undoing the locknut D.

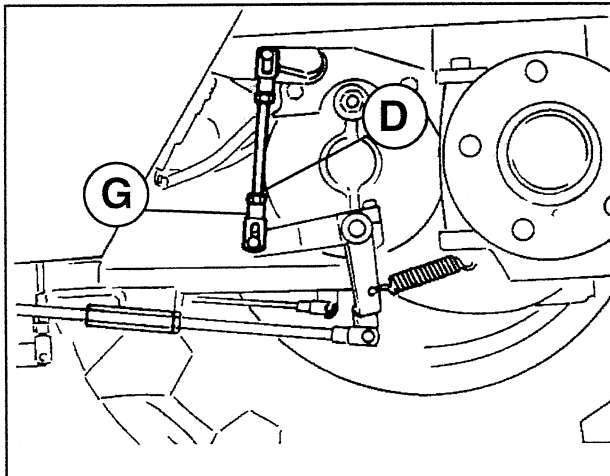


Fig. 46 Adjusting the parking brake stroke.

PREPARING FOR LONG IDLE PERIODS



WARNING!

- NEVER USE PETROL OR OTHER INFLAMMABLE LIQUIDS TO CLEAN THE TRACTOR OR ITS COMPONENTS.
- REFUEL WITH THE ENGINE OFF AND WELL AWAY FROM ANY NAKED FLAMES.
- TAKE CARE NOT TO SHORT CIRCUIT THE BATTERY TERMINALS.
- WHEN RECHARGING THE BATTERY ALWAYS EXTINGUISH ANY NAKED FLAMES AND TAKE PRECAUTIONS TO PROTECT YOURSELF AGAINST SPLASHES OF ACID.
- USE ONLY SUITABLE JACKS WHICH COMPLY WITH APPLICABLE SAFETY REGULATIONS TO JACK UP THE TRACTOR.

The following precautionary measures are strongly recommended if the tractor is unlikely to be used for a long period of time.

- 1) Drain the engine oil while the engine is hot.
- 2) Refill the engine with clean oil and let the engine idle for a minute or so.
- 3) Wash the tractor thoroughly.
- 4) Grease all moving parts fitted with a grease nipple.
- 5) Fill the fuel tank to its maximum level.
- 6) Store the tractor in a dry place.
- 7) Remove the battery and protect it against low temperatures. Recharge it once a month.
- 8) Raise the tractor on to axle stands to prevent the tyres from developing flat spots.
- 9) Deflate the tyres when the tractor is off the ground.

4000 SYNCHRO series

Troubleshooting

ENGINE

The engine will not start.

Perform the following checks in the order given:

- a) Check that there is diesel in the fuel tank.
- b) Check that the air and diesel filters are not clogged.

If the engine still does not start, VENT THE AIR from the fuel circuit (only for model 4040 SYNCHRO fitted with the LOMBARDINI 11LD 636/3 engine).

When the fuel filter F (Fig. 47) is removed, if the fuel tank runs dry, or if the tractor is out of use for long periods, air may form in the fuel circuit, causing problems when starting the engine.

To vent the air from the fuel circuit, proceed as follows: (Fig. 47)

- 1) Undo the vent screw A on the fuel filter F slightly.
- 2) Operate the lever L of the gravity pump until fuel free from air bubbles flows from the screw A.
- 3) Retighten the screw A.
- 4) Undo the vent screws N of the injection pump slightly.
- 5) Operate the lever L of the gravity pump until fuel free from air bubbles flows from the vent screws N.
- 6) Retighten the screws N.

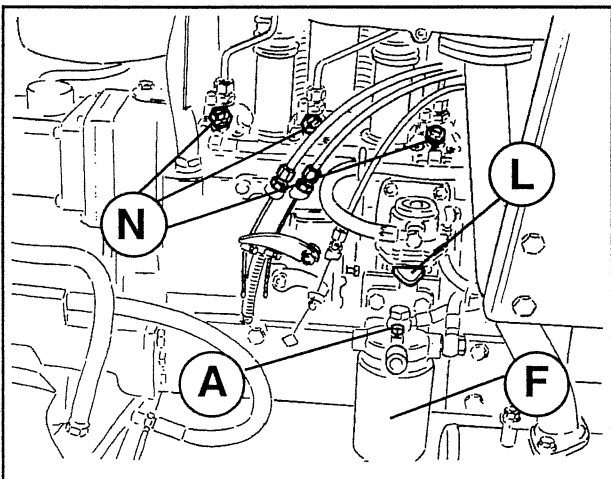


Fig. 47 Venting air from the 11LD 626/3 engine fuel circuit (model 4040).

In the model 4035 SYNCHRO fitted with the LOMBARDINI LDW 1503 engine, the air only has to be vented when the fuel filter is changed, proceeding as follows (Fig. 48):

- 1) Undo the vent screw A on the fuel filter F slightly.
- 2) Operate the lever L of the gravity pump until fuel free from air bubbles flows from the screw A.
- 3) Retighten the screw A.

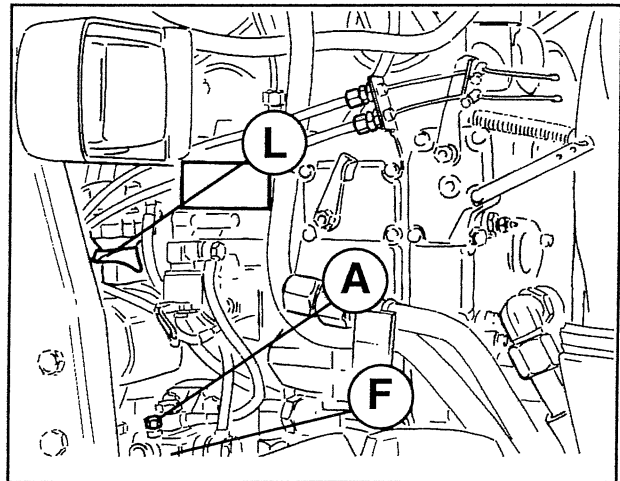


Fig. 48 Venting air after replacing the fuel filter (model 4035 W).

POWER LIFT



WARNING!

- WHEN OPERATING THE POWER LIFT ALWAYS MAKE ABSOLUTELY SURE THAT NO ONE IS IN OR ENTERS THE OPERATING ZONE OF THE IMPLEMENT.
- MAKE SURE THAT ALL THE HITCH COUPLINGS ARE SECURE BEFORE RAISING THE IMPLEMENT.

If the lift fails to raise the implement, or raises it jerkily, the most likely causes are:

- a) Clogged hydraulic filter.
Change the power lift circuit filter cartridge (P) (Fig. 49-50).

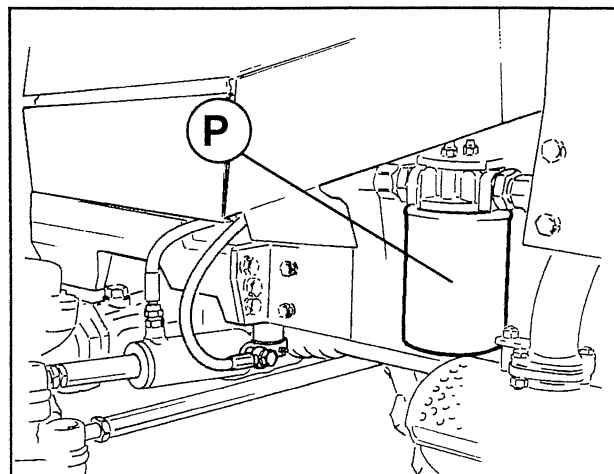


Fig. 49 Lift hydraulic system oil filter cartridge (model 4035 W).

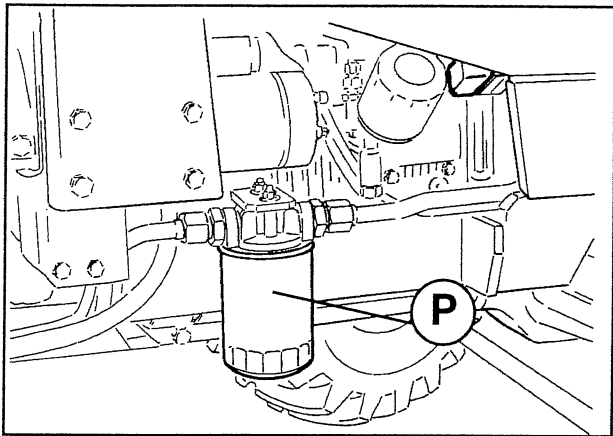


Fig. 50 Lift hydraulic system oil filter cartridge (model 4040).

- b) Air in the power lift hydraulic circuit. This problem is easy to check because it causes the oil in the front gearbox to emulsify and increase in volume. This can be seen when taking out the oil filler plug D (Fig. 51).

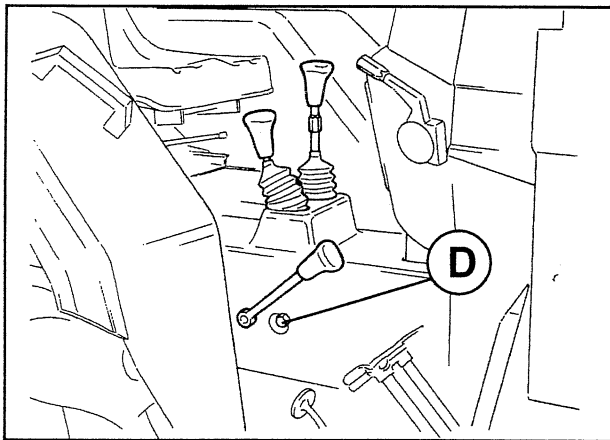


Fig. 51 Gearbox oil level cap.

To eliminate the problem check that all connections in the hydraulic system are perfectly tight. Then vent the air from the system by unscrew the union G (Fig. 52) slightly with the lift links completely lowered.

With the engine running, allow oil to drain from the union G until it is free from air bubbles, then screw the union back into place.

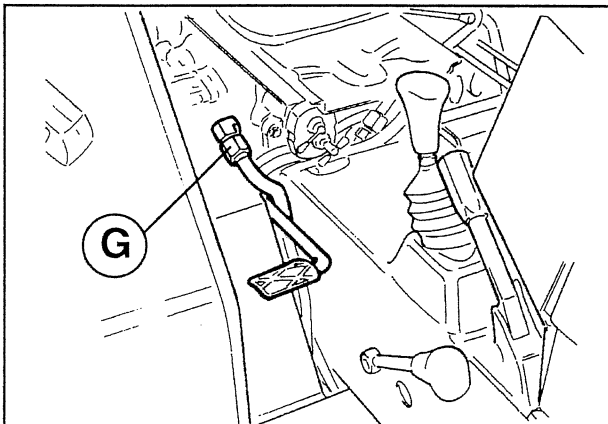


Fig. 52 Union for venting air from the lift hydraulic circuit.

HYDROSTATIC STEERING

The following problems can occur with the hydrostatic steering system:

- a) Continual correction of steering or steering wheel hard to turn.
This is caused by air in the hydraulic circuit, which emulsifies the fluid in the hydrostatic steering tank (U) (Fig. 64) and increases it in volume.
To eliminate the problem make sure that all the steering system's hydraulic unions are correctly tightened. To bleed the system, run the engine and turn the steering wheel slowly and repeatedly to the left and right.
- b) Blank points in the transmission of steering wheel movement.
This problem occurs under the following circumstances:
- 1) Insufficient fluid in the tank (U) (Fig. 53). Top up with the hydraulic fluid recommended in the Lubricants Table (p. 41).
 - 2) Hydrostatic steering tank (U) filter clogged (Fig. 53). To eliminate the problem, simply wash out the filter.

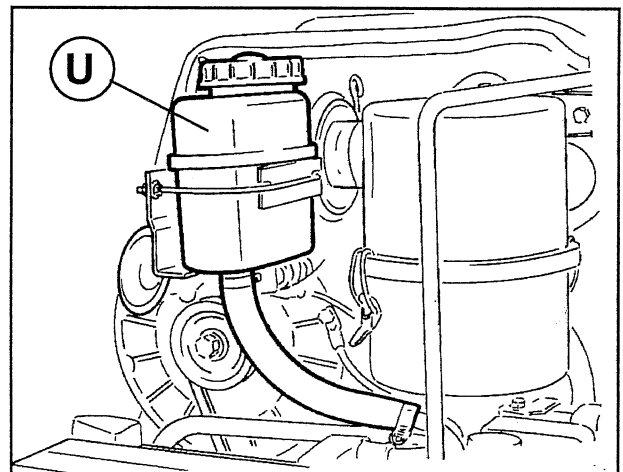


Fig. 53 Steering hydraulic system oil tank.

ELECTRICAL SYSTEM



WARNING!

- DISCONNECT THE BATTERY EARTH CABLE BEFORE WORKING ON ANY ELECTRICAL COMPONENT.
- NEVER RECHARGE THE BATTERY NEAR A NAKED FLAME OR IN A CLOSED ROOM. ENSURE THERE IS SUFFICIENT VENTILATION TO PREVENT EXPLOSIONS.
- MAKE SURE YOU ALWAYS CONNECT THE BATTERY CABLES TO THE CORRECT POLES (POSITIVE + WITH POSITIVE AND NEGATIVE - WITH NEGATIVE).
- TAKE CARE NOT TO SHORT-CIRCUIT THE BATTERY TERMINALS.
- EXTINGUISH ALL NAKED FLAMES BEFORE CHECKING, TOPPING UP, OR RECHARGING THE BATTERY. NEVER SMOKE NEAR THE BATTERY.
- WHEN WORKING NEAR THE BATTERY, ALWAYS MAKE SURE YOU ARE PROTECTED AGAINST SPLASHES OF ACID. IF ELECTROLYTE COMES INTO CONTACT WITH YOUR SKIN, WASH THE AREA WITH PLENTY OF COLD WATER AND SEEK MEDICAL CARE IF THE IRRITATION CONTINUES.
- REMOVE THE BATTERY CELL CAPS BEFORE RECHARGING THE BATTERY.



WARNING!

ALWAYS DETACH PLUG "F" (FIG. 59) IF TRACTOR MODEL 4040 SYNCHRO WITH LOMBARDINI 11LD 626/3 ENGINE HAS NO BATTERY AND THE ENGINE IS STARTED WITH AN AUXILIARY BATTERY OR BY TOWING THE TRACTOR.

BATTERY (Fig. 54)

Your tractor is equipped with a "Maintenance free" battery which will rarely need checking as to electrolyte level or charge under normal conditions.

It is, however, advisable to periodically check the level of electrolyte and to top up with distilled or demineralized water if necessary, and in the following way:

a) remove the battery cap "T".

- b) Carefully add distilled water if necessary until the level just covers the tops of the battery plates.
- c) Replace the battery cap "T".

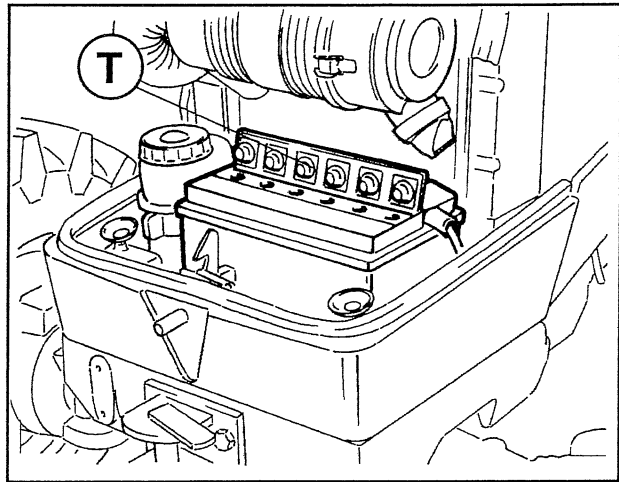


Fig. 54 Topping up the battery.

If the battery liquid level is frequently low and requires constant topping up, the cause is to be found within the electrical system. In this case, contact a specialized workshop.

If the battery on the tractor is not fully charged and an auxiliary battery is needed to start the engine, always connect the latter to the tractor battery so that the jump leads connect the terminals with the SAME SIGN (positive to positive and negative to negative). This also applies when recharging the battery using battery chargers and the like.

HINTS ON BATTERY CARE

- Keep the battery clean, particularly on top.
- Only use distilled or demineralized water to top up.
- Regularly check that the battery terminals are firm and tight.
- Use a spanner of the right size to loosen and tighten the battery terminal nuts. Do not use pliers!
- Smear the battery terminals and clamps with pure vaseline to protect them against corrosion. Do not use ordinary grease.
- Contact a specialized workshop if the battery must be frequently topped up with distilled water.
- Never allow the battery to run down completely. Recharge it one a month if the tractor is not used.

FUSE STRIPS (Fig. 55) TO PROTECT THE ELECTRICAL SYSTEM (model 4035W)

The main electrical system is protected by 12 fuse strips in fuse box "A" on the right-hand side of the dashboard. The entire electrical system is protected by a main 50A fuse in a small fuse box "B" inside the dashboard. This box can be accessed by raising the engine bonnet.

Fuse	Circuit protected	Amp.
Fuse box A		
1	Check control services	10
2	Brake light services	10
3	Glow plugs	15
4	Direction indicator light services	15
5	Horn	7.5
6	Dipped headlamps	7.5
7	Starter solenoid valve	7.5
8	Full beam headlamps	7.5
9	Parking lights	7.5
10	Parking lights	7.5
11	Parking lights	7.5
12	+12V emergency flashing lights	7.5
Fuse box B		
1	General electrical system	50

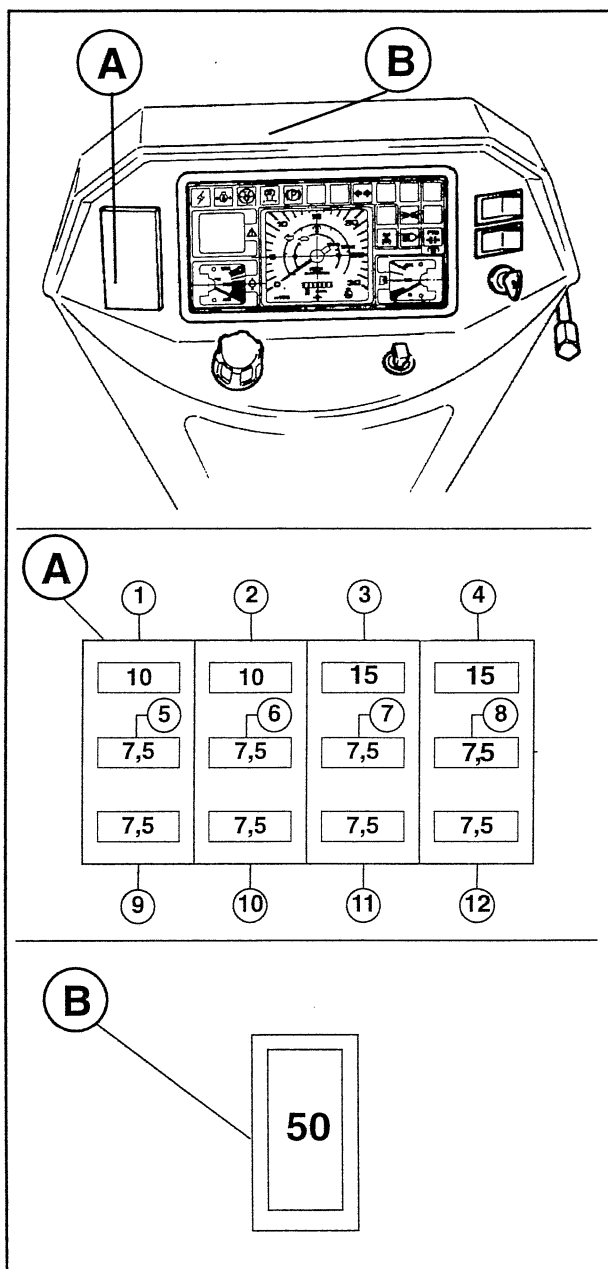


Fig. 55 Fuse strips to protect the electrical system (model 4035W).

4000 SYNCHRO series

Electrical system

DESCRIPTION OF DASHBOARD ELECTRICAL SYSTEM 4035W (Fig. 56)

- 1) LH headlamp
- 2) RH headlamp
- 3) LH side headlamp
- 4) RH side headlamp
- 5) Horn
- 6) Battery
- 7) Water temperature bulb
- 8) Oil pressure bulb
- 9) Ignition glow-plug
- 10) Fuel tank float-switch
- 11) Starter solenoid valve
- 12) Alternator
- 13) Relay
- 14) Glow plug preheating control unit
- 15) Laminar fuse box
- 16) Starter motor
- 17) General electric system fuse
- 18) Starting enabling switch
- 19) Illuminating hand-brake switch
- 20) Flashing light
- 21) Multifunction dashboard connections (A, B, C, D)

CONNECTOR "A"

Pin	Instrument
1	Fuel level instrument
2	Parking light pilot light
3	Full beam headlamp pilot light
4	No contact
5	PTO clutch pilot light
6	Ground
7	No contact

CONNECTOR "B"

Pin	Instrument
1	No contact
2	Rev-counter
3	No contact
4	Direction indicator light pilot light
5	No contact
6	Four wheel drive pilot light
7	No contact

CONNECTOR "C"

Pin	Instrument
1	Battery charging failure warning light
2	Low oil pressure warning light
3	No contact
4	Glow-plug pilot light
5	No contact
6	No contact
7	Handbrake pilot light

CONNECTOR "D"

Pin	Instrument
1	12V positive
2	Engine cooling water temperature gauge
3	Dashboard lighting
4	12V positive
5	No contact
6	Low fuel level warning light
7	12V positive

- 22) Emergency light button
- 23) Revolving yellow light start button
- 24) Direction indicator light control
- 25) Light and horn control panel
- 26) Ignition key-switch
- 27) Illuminating four-wheel drive switch
- 28) Illuminating double clutch switch
- 29) Brake light switch
- 30) Left-hand rear lamp
- 31) 7-output socket for trailer
- 32) Registration plate lights
- 33) Right-hand rear lamp

Wire symbols and colours

- A = Orange
- B = White
- C = Pink
- D = Grey
- E = Green
- F = Blue
- G = Yellow
- H = Light blue
- M = Brown
- N = Black
- R = Red
- V = Violet

4000 SYNCHRO series

Electrical system

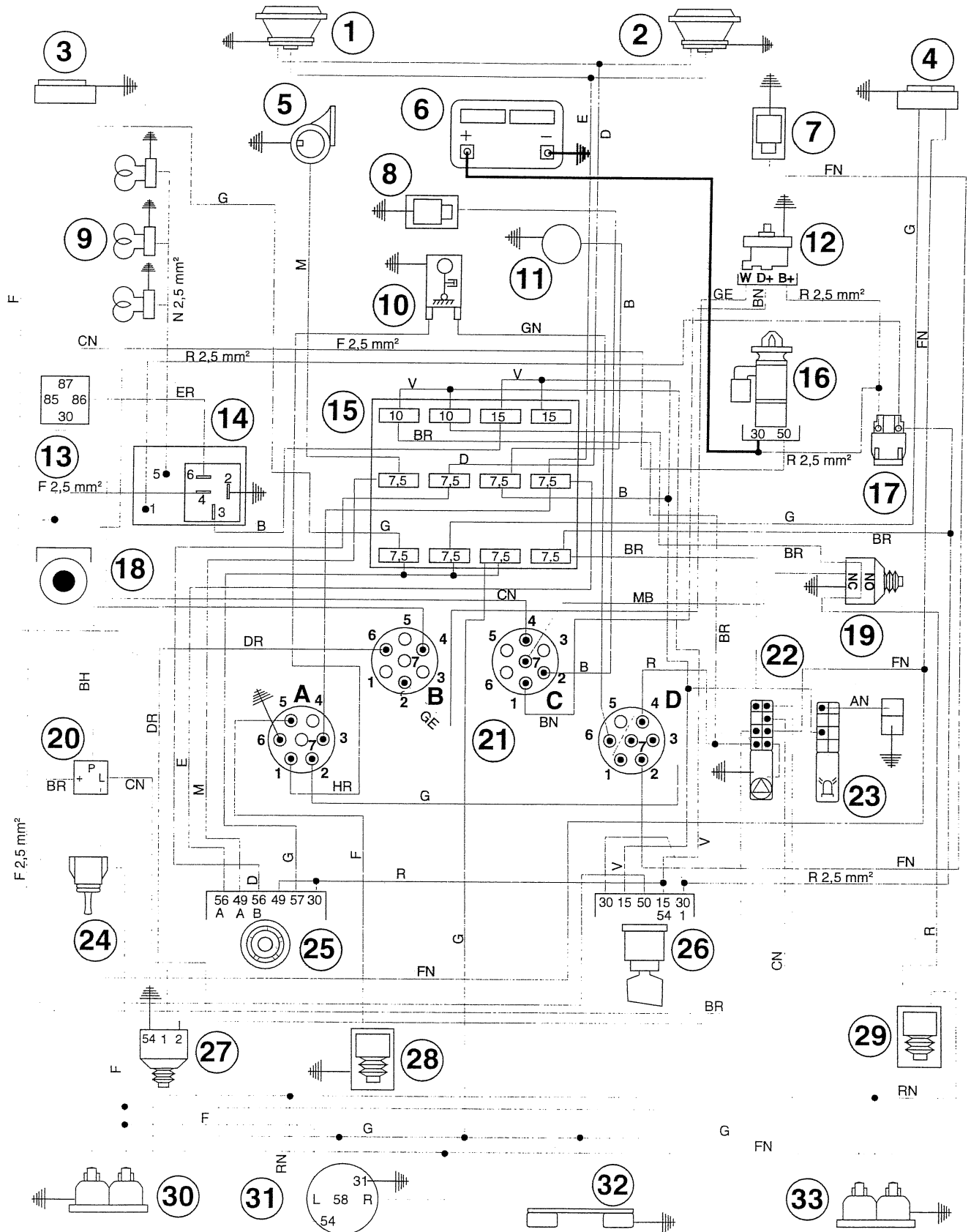


Fig. 56 Electrical system (model 4035W SYNCHRO)

4000 SYNCHRO series

Electrical system

FUSE STRIPS (Fig. 57) TO PROTECT THE ELECTRICAL SYSTEM (model 4040)

The main electrical system of the machine is protected by 12 fuse strips housed in fuse box "A" on the dashboard. The entire electrical system is protected by a main 50A fuse housed in a small box "B" inside the dashboard (left-hand side) and accessed by raising the engine bonnet.

Fuse	Circuit protected	Amp.
Fuse box A		
1	Direction indicator light services	10
2	Brake light services	10
3	Check control services	15
4	+12V voltage regulator	15
5	Horn	7.5
6	Dipped headlamps	7.5
7	Full beam headlamps	7.5
8	Full beam headlamps	7.5
9	+12V emergency flashing lights	7.5
10	Parking lights	7.5
11	Parking lights	7.5
12	Parking lights	7.5
Fuse box B		
1	General electrical system	50

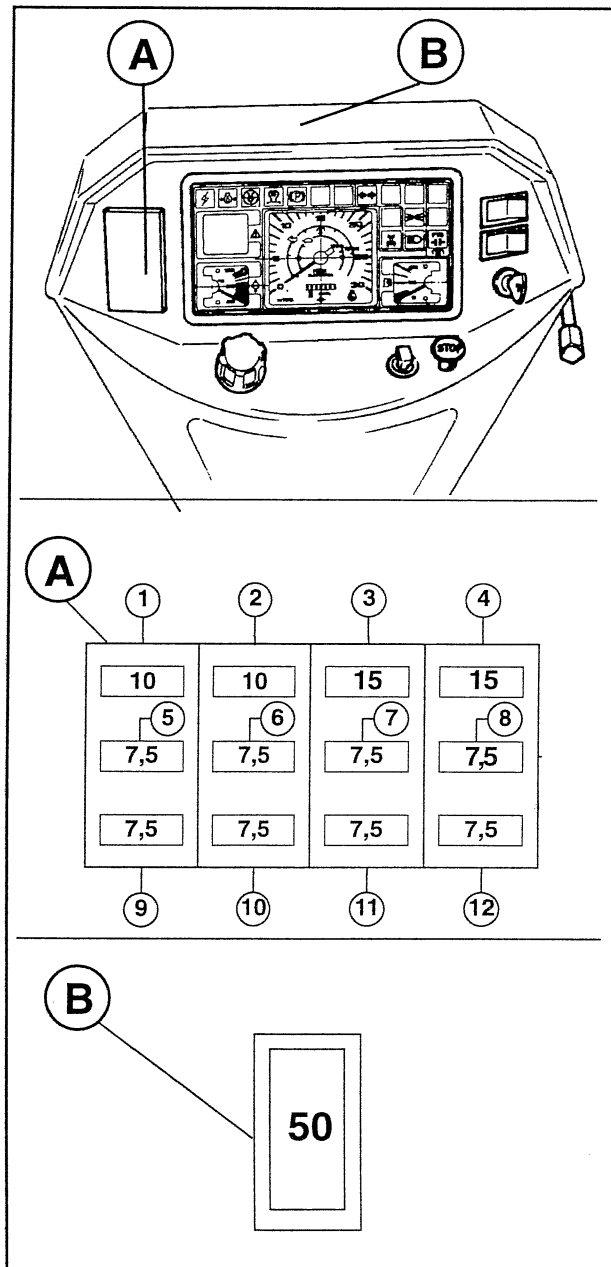


Fig. 57 Fuse strips to protect the electrical system (model 4040).

DESCRIPTION OF DASHBOARD ELECTRICAL SYSTEM 4040 (Fig. 58)

- 1) LH headlamp
- 2) RH headlamp
- 3) LH side headlamp
- 4) RH side headlamp
- 5) Horn
- 6) Battery
- 7) Alternator
- 8) Oil pressure bulb
- 9) Fuel tank float-switch
- 10) Voltage regulator
- 11) Laminar fuse box
- 12) Starter motor
- 13) General electrical system fuse
- 14) Ignition enabling switch
- 15) Illuminating hand brake switch
- 16) Flashing lights
- 17) Multifunction dashboard connections (A, B, C, D)

CONNECTOR "A"

Pin	Instrument
1	Fuel level instrument
2	Parking light pilot light
3	Full beam headlamp pilot light
4	No contact
5	PTO clutch pilot light
6	Ground
7	No contact

CONNECTOR "B"

Pin	Instrument
1	No contact
2	Rev-counter
3	No contact
4	Direction indicator light pilot light
5	No contact
6	Four wheel drive pilot light
7	No contact

CONNECTOR "C"

Pin	Instrument
1	Battery charging failure warning light
2	Low oil pressure warning light
3	No contact
4	No contact
5	No contact
6	No contact
7	Handbrake pilot light

CONNECTOR "D"

Pin	Instrument
1	12V positive
2	No contact
3	Dashboard lighting
4	12V positive
5	No contact
6	Pilot light
7	12V positive

- 18) Emergency light button
- 19) Revolving yellow light start button
- 20) Direction indicator light control
- 21) Light and horn control panel
- 22) Ignition key-switch
- 23) Illuminating four-wheel drive switch
- 24) Illuminating double clutch switch
- 25) Brake light switch
- 26) Left-hand rear lamp
- 27) 7-output socket for trailer
- 28) Registration plate lights
- 29) Right-hand rear lamp

Wire symbols and colours

- A = Orange
- B = White
- C = Pink
- D = Grey
- E = Green
- F = Blue
- G = Yellow
- H = Light blue
- M = Brown
- N = Black
- R = Red
- V = Violet

4000 SYNCHRO series

Electrical system

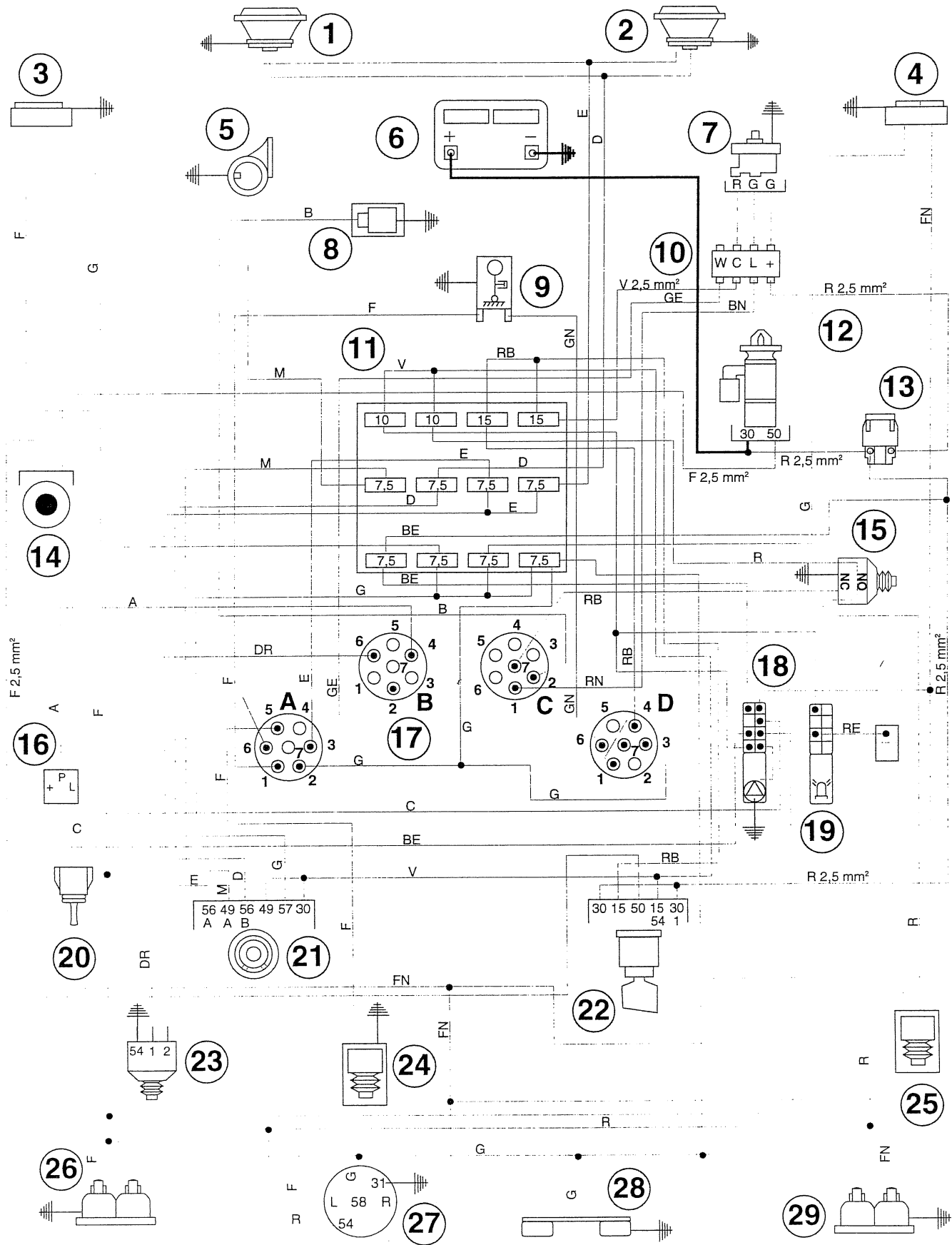


Fig. 58 Electrical system (model 4040 SYNCHRO)



ATTENZIONE

ALWAYS DETACH PLUG "F" (FIG. 59) IF TRACTOR MODEL 4040 SYNCHRO WITH LOMBARDINI 11LD 626/3 ENGINE IS NOT EQUIPPED WITH A BATTERY AND THE ENGINE IS STARTED WITH AN AUXILIARY BATTERY OR BY TOWING THE TRACTOR.

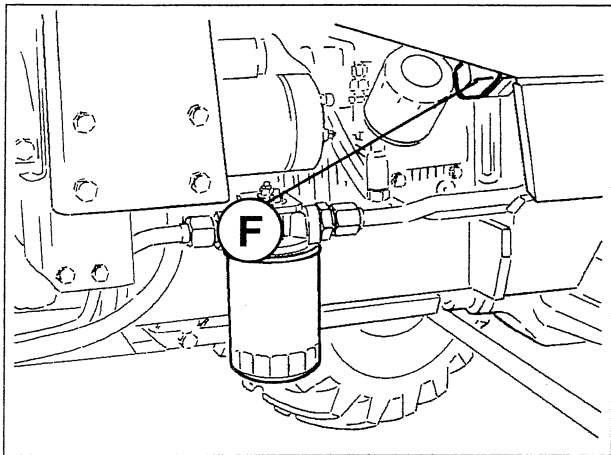
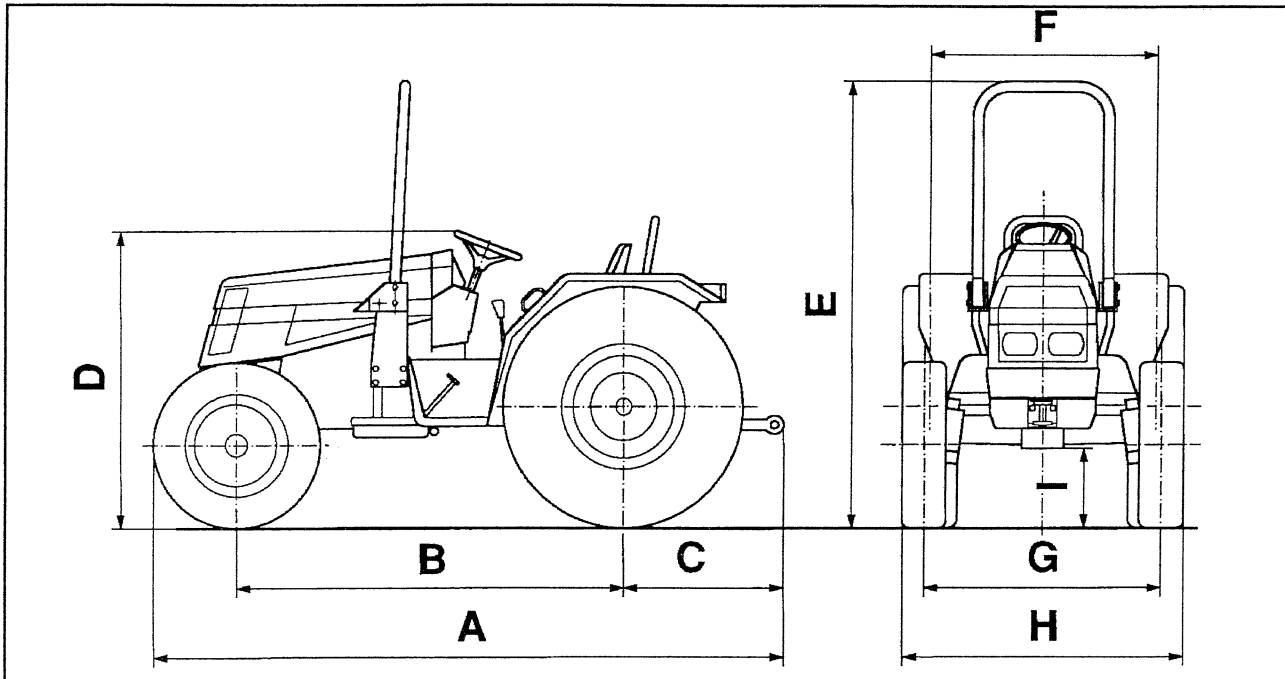


Fig. 59 Plug to detach on model 4040.

4000 SYNCHRO series

Technical specifications

DIMENSIONS



MODEL	TYRES	DIMENSIONS mm								
		A	B	C	D	E	F	G	H	I
4035W SYNCHRO	Rear 12.4-20 Front 7.5L-15	2840			1300	1980	1000÷1120	1080÷1200	1300÷1420	320
	Rear 9.5-20 Front 6.5/80-15	2800	1670	780	1270	1950	995	1000	1240	290
	Rear 38x14.00-20 Front 27x10.50-15	2800			1260	1950	1140	1210	1505	290
4040 SYNCHRO	Rear 12.4-20 Front 7.5L-15	2790			1300	1980	1000÷1120	1080÷1200	1300÷1420	320
	Rear 9.5-20 Front 6.5/80-15	2750	1620	780	1270	1950	995	1000	1240	290
	Rear 38x14.00-20 Front 27x10.50-15	2750			1260	1950	1140	1210	1505	290

4000 SYNCHRO series

Technical specifications

WEIGHTS

Weights in running order (with 75 Kg. driver)		
MODEL	4035W with rear tyres 12.4 - 20 front tyres 7.5L - 15	4040 with rear tyres 12,4 - 20 front tyres 7.5L - 15
Front axle weight	760	760
Rear axle weight	520	470
Total weight	1280	1230

ENGINE (model 4035W)

- TYPE LOMBARDINI Diesel Indirect injection - water cooled.
- Model: LDW-1503
- N° Cylinders: 3 vertical in line
- Bore and stroke: 88 X 85 mm
- Displacement: 1551 cm³
- Compression ratio: 22:1
- Power: 25.5 kW (35 HP)
- Max. rpm: 2800 r.p.m.
- Max. torque speed: 2050 r.p.m.

ENGINE (model 4040)

- TYPE LOMBARDINI Diesel Direct injection - air cooled.
- Model: 11LD 626/3
- N° Cylinders: 3 vertical in line
- Bore and stroke: 95 X 88 mm
- Displacement: 1871 cm³
- Compression ratio: 17.5:1
- Power: 30 kW (41 HP)
- Max. rpm: 2600 r.p.m.
- Max. torque speed: 2300 r.p.m.

TRANSMISSION

CLUTCH

Pitteri Eviolini F187D-Y187 dry two plate type with separate controls:

- pedal for speed change
- hand lever for PTO

GEARBOX

Mechanical, synchronized with spur gears, having 24 speeds, 12 forward + 12 reverse. The gearbox has a lever which selects four speeds, and a reduction unit offering three speed ranges (HIGH, LOW AND NORMAL speeds). A synchronized reverser installed upstream of the gearbox is able to reverse any speed.

REAR FINAL DRIVE AND BEVEL GEAR PAIR REDUCTION RATIO

Gleason bevel gear pair on rear differential with ratio 10/38=3.8

Single stage rear final drives with ratio 10/44=4.4

Total reduction ratio: 16.72

SPEEDS

The tables below indicate the speeds in km/h obtained using the tractor with the engine at maximum rpm.

Speed of the 4035W SYNCHRO model with rear tyres 12.4-20 and front tyres 7.5L-15 and with the engine at the maximum speed of 2800 rpm.

SPEED	SLOW		NORMAL		HIGH	
	F	R	F	R	F	R
1st	0.96	0.7	3.14	2.3	9.99	7.30
2nd	1.33	0.97	4.36	3.19	13.86	10.12
3rd	1.91	1.4	6.27	4.58	19.87	14.52
4th	2.63	1.93	8.63	6.31	27.41	20

Speed of the 4040 SYNCHRO model with rear tyres 12.4-20 and front tyres 7.5L-15 and with the engine at the maximum speed of 2600 rpm.

SPEED	SLOW		NORMAL		HIGH	
	F	R	F	R	F	R
1st	0.89	0.65	2.92	2.14	9.28	6.78
2nd	1.24	0.90	4.05	2.96	12.87	9.40
3rd	1.77	1.30	5.82	4.25	18.45	13.48
4th	2.44	1.79	8.01	5.86	25.45	18.58

4000 SYNCHRO series

Technical specifications

DIFFERENTIAL

On both axles with locking device on rear axle only, having mechanical pedal control and automatic release on release of steering pedal.

REAR POWER TAKE OFF

The rear power take off is the standard 1" 3/8 DIN 9611 type and turns in a clockwise direction.

It operates independently or synchronized with the gearbox.

Independent operation enables two speeds: 540 and 1000 rpm to work with implements and are respectively obtained with engine speeds of 2538 and 2412 rpm.

Synchronized operation of the PTO with the gearbox has a 1:19.72 synchronizing ratio between the wheel rpm and PTO rpm.

BRAKING SYSTEM

Shoe type with mechanical pedal control acting on the rear axle of the tractor.

PARKING AND EMERGENCY BRAKE

These are the same as the pedal braking system, controlled by a hand lever and with a travel locking function.

HYDRAULIC POWER STEERING

Hydrostatic power steering controlled by steering wheel with independent hydraulic circuit acting on the front axle by means of 1 double-acting cylinder and coupling bar on the wheel joints.

Characteristics of steering hydraulic system components:

- Oil filter: incorporated in the tank with filtering capacity 60µ.
- Power steering unit: Danfos OSPC-50 ON type, relief valve setting 90 bar.
- Steering cylinder: double-acting, diameter x stroke = 45 x 110 mm.

Model 4035W

- Hydraulic pump: Hidroirma gear pump type AM2/24S100
- Corresponding max. flow rate = 19 l/min at 2800 rpm of the engine.
- Max. operating pressure: 150 bar.

Model 4040

- Hydraulic pump: Hidroirma gear pump type AP200/6,5 S2218
- Corresponding max. flow rate = 17.37 l/min at 2600 rpm of the engine.
- Max. operating pressure: 220 bar.

MINIMUM TURNING RADIUS

With rear tyres 12.4-20 and front tyres 7.5L-15.

MODEL	WITHOUT BRAKES
4035 W SYNCHRO	3,50
4040 SYNCHRO	3,40

Four wheel drive front axle

Front axle in nodular cast iron, self-adjusting in centre around two flanges.

Max. steering angle: 45°

Front wheel drive engaged by means of hand lever.

Transmission shaft without universal joints positioned along the tractor's longitudinal axis.

Transmission by means of central differential and final drives in the wheel spindles.

Transmission unit on gearbox comprising constantly meshed gears having reduction ratio 15/25.

Induction Gleason bevel gear pair on front differential: 8/29=3.625

Cascade reduction gears in the wheel spindles with ratio 12&15 x 14/29 = 2.589:1

Total reduction ratio = 9.38

4000 SYNCHRO series

Technical specifications

TYRES

The following table lists the types of tyre that can be used on the two models 4035W and 4040 SYNCHRO. The given pressures are purely indicative and may vary according to the work the tractor is doing.

PNEUMATICI POSTERIORI E ANTERIORI DISUGUALI		
Dimensions	Brand	bar
12,4-20 Tractor	Pirelli	2
7,5L-15 Tractor	Pirelli	2
9,5-20 Tractor	Pirelli	2
6.5/80-15 Tractor	Pirelli	2
38x14.00-20 Garden ST	Good Year	1
27x10.50-15 Garden ST	Good Year	1

TRACK ADJUSTMENTS

See the figure in the "Operation" chapter on page 32 when adjusting the tracks obtainable for the front and rear axles.

HYDRAULIC POWER LIFT

Hydraulic power lift with controlled draft and position, with adjustable sensitivity, implement lowering speed and hydraulic locking in case of accidental lowering.

Characteristics of the hydraulic circuit components of the power lift

- Oil filter: metal cartridge type CA 60/1 with a 60 μ filtering capacity installed on the suction pipe of the hydraulic pump - gearbox housing.
- Hydraulic directional control valve of the hydraulic lift with draft and position control: type MITA 030504 with transmission drive, complete with adjustment sector and levers.
Relief valve setting = 150 bar
Cylinder protection buffer valve setting: 200 bar
- Lifting cylinder positioned horizontally inside the lift casing, diameter x stroke = 85x87 mm

Model 4035W

- Hydraulic pump: Hidroirma gear pump type AM2/24D100
- Max. corresponding flow rate: 19 l/min. at 2800 rpm of the engine.
- Max. operating pressure: 150 bar.

Model 4040

- Hydraulic pump: Hidroirma gear pump type AP200/8,5 S2218
- Max. corresponding flow rate: 23 l/min. at 2600 rpm of the engine.
- Max. operating pressure: 220 bar.

LIFTING CAPACITY AT LINK EXTREMITIES

Tractor model	Peso Kg.
4035W SYNCHRO	900
4040 SYNCHRO	900

3 POINT LINKAGE

The power lift is equipped with a category "0" 3 point linkage. Right and left rods and 3rd point with regulation on the central unit. Adjustable stabilizers and lower links with ball ends.

AUXILIARY CONTROL VALVES

On request, two auxiliary control valves can be mounted on the opposite side of the power lift in order to control external cylinders.

Implements are coupled by means of rear hydraulic couplers with 1/2" push-pull connections.

The control valves can be of types "A" and "B":

- A) single-acting control valve.
Enables single-acting use of a rear hydraulic connector linked to the same.
- B) Double-acting control valve.
Enables sole double-acting use of the two rear hydraulic connectors linked to the same.

TOWING ATTACHMENT

Rear tow-bar, category B with height adjustment. Fixed front tow-bar.

Max. towable weight	
Model	Kg
4035W SYNCHRO	3680
4040 SYNCHRO	3600

4000 SYNCHRO series

Technical specifications

SPRUNG SEAT

The seat meets all current EEC standards and is adjustable for suspension and distance from the tractor controls.

The suspension system uses a torsion bar and double acting hydraulic damper.

- Suspension adjustment for driver weights between 50 and 130 Kg.
- Height adjustment range: 100 mm.
- Fore and aft adjustment range: 150 mm.

ENGINE HOOD

Fibreglass engine hood with fixed lower part and upper part housing the headlamps; easily opened for free access to the engine and air filter.

ROPS SAFETY FRAME

The safety frame has two uprights in compliance with international standards.

ELECTRICAL SYSTEM

Model 4035W

Voltage: 12V; negative earth

Alternator: Bosch, 14V; 33A

Starter motor: Bosch, 12V, power 1.1 kW

Starter battery: 12V

Capacity: 60Ah (maintenance free)

Model 4040

Voltage: 12V; negative earth

Alternator: with automatic voltage regulator 130W

Starter motor: Bosch, 12V, power 1.1 kW

Starter battery: 12V

Capacity: 70Ah (maintenance free)

LIGHTS

The front lights include:

- two asymmetric beam headlights on the engine bonnet with 40/45 W bulbs;
- two clusters on the front sides of the bonnet including:
 - side lights (5W) with transparent white lenses;
 - direction indicators (21W) with transparent orange lenses.

The rear lights include:

- two rear light clusters on the mudguards incorporating tail light (5W) with transparent red lens;
- direction indicators (21W) with transparent orange lenses;
- brake lights (STOP) (21W) with transparent red lenses;
- license plate lights (3W);
- 7 pin rear socket for trailer light system.

FUSES

The electrical system protective fuses are as follows:

8 fuses - 7.5 A

2 fuses - 10 A

2 fuses - 15 A

1 general fuse - 50 A

DASHBOARD INSTRUMENTS

- Electronic rev-counter and hour-counter
- General red danger warning which illuminates in case of malfunctions together with any one of the specific danger warning lights.
- Fuel level gauge with red low level warning light
- Engine water temperature gauge with red danger warning light (model 4035W only)
- 10 pilot lights with 3W lamp
- 2 dashboard lights, 2W.
- Light and horn switch unit
- Rocker switch for revolving yellow light
- Rocker switch for emergency lights
- Ignition key-switch with 3 positions
- Direction indicator light control lever

AUXILIARY APPLICATIONS

- N° 2 auxiliary control valves of which 1 is single-acting and the other double-acting, with rear hydraulic connectors.
- Projecting front ballast holder with 2 pairs of ballast blocks weighing 25 kg each.
- Towed trailer with body tipping body 1500x2300 mm, brakes, tyred wheels, capacity 1500 kg, complete with parking lights, direction indicator light and brake lights.

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Technical specifications

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Maintenance

FUEL AND LUBRICANTS CHART				
PARTS TO BE LUBRICATED		SINCLAIR LUBRICANTS		REPLACE AFTER HOURS
		TYPE	QUANTITY LITERS	
1	Engine oil sump	See engine Operation and Maintenance manual		
2	Cooling circuit (model 4035W)	Antifreeze	11 (50% antifreeze) (50% water)	1000
3	Gearbox	TRANSFLUID AS/B	18	1000 (after the first 50h replace filter)
4	Differential and front final drives	HD GEAR OIL EP SAE 80W - 90	4	1000
5	Steering hydraulic circuit	A.T.F. T.A.S.A.	2	1000
6	Fuel tank	GAS-OIL	25	-
7	Grease nipples	MULTIPORPUSE	—	50

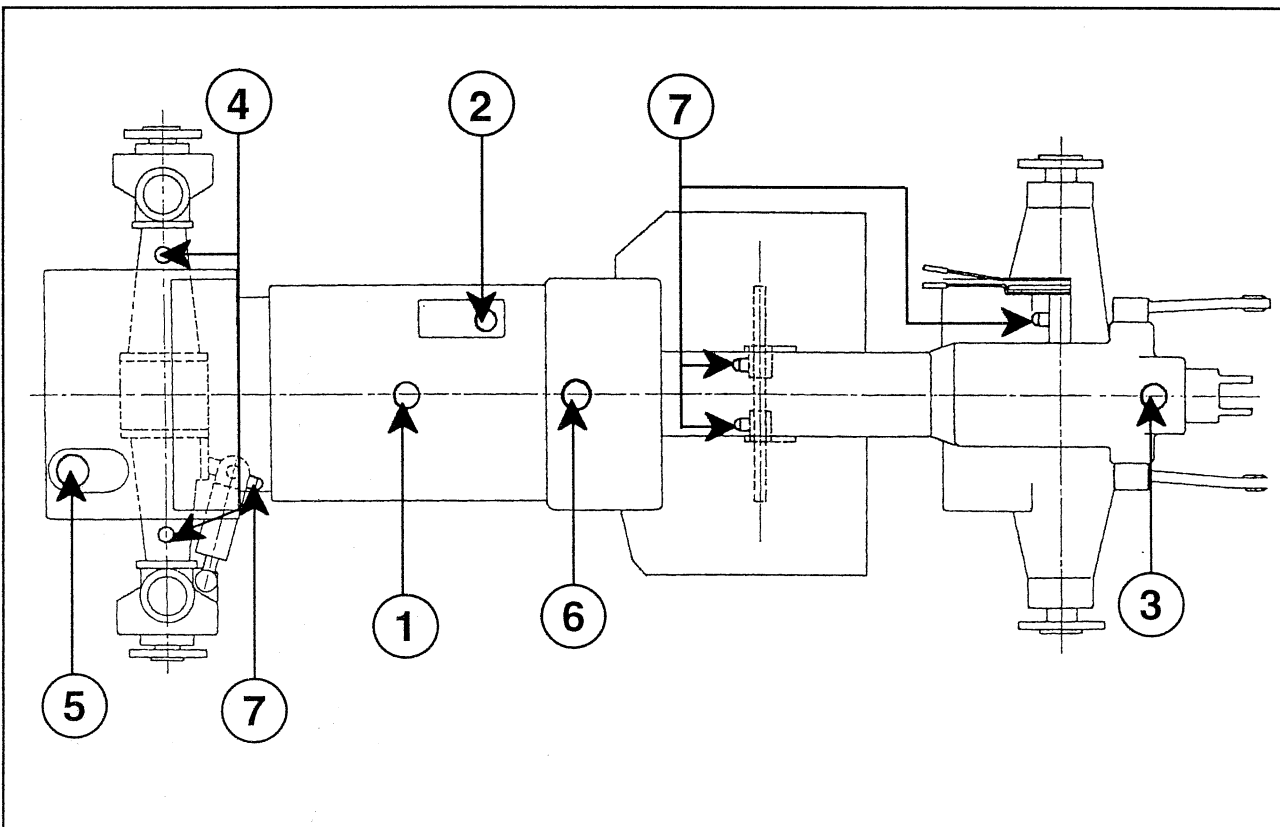


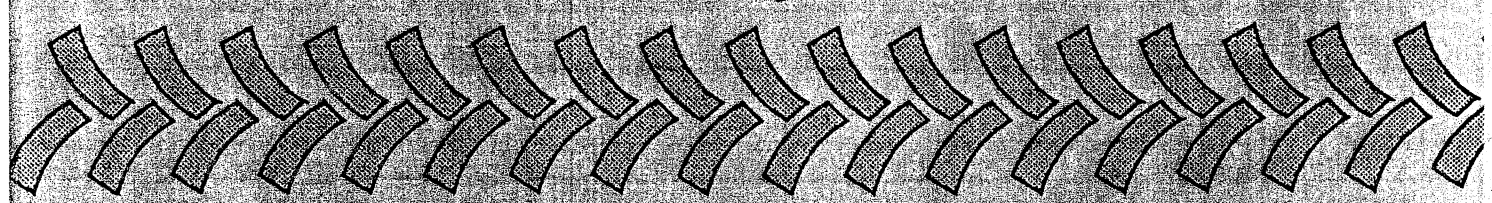
Fig. 60 Tractor refuelling and lubricating points.

TO ENSURE
LONG AND
EFFICIENT SERVICE
FROM YOUR TRACTOR,
USE ONLY:



SPARE PARTS

GB ENGLISH



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