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It will help you understand, care for, and lower the repair and maintenance cost for your New Holland tractor.This New Holland TC33D Tractor Service Manual is the same service manual used by professional New Holland technicians.Every New Holland tractor service manual is indexed and fully searchable.Â All pages areÂ printable, so its easy to print what you need and take it with you into the garage or workshop.Â Save money \$\$ by doing your own service and repairs!Â These New Holland Manuals make it easy for any skill level with these very easy to follow, step-by-step instructions!Â Instant download of an easy to read pdf means no shipping cost or waiting for a CD to arrive in the mail!Â! you will receive this New Holland Manual immediately via instant download upon completion of payment via our secure payment processor. We accept all major credit/debit cards/paypal.Take advantage of our current online digital download sale price and receive over half off the standard price of our printed New Holland repair manuals. Source: New Holland Tractor Manual NEW HOLLAND TC33D TRACTOR SERVICE MANUAL DOWNLOAD Nov 13, 2006 / TC33 hydrolic service #1 Well at only 253 hrs I went ahead and changed all the oil in the tractor (300hr service) so a few notes on my experience 1) the dealer thinks filters have platinum filter eliments or something \$60 for all 3 oil filters. 2) got 10 gals of "generic" trans fluid at the rural king for \$30 a 5 gallon 3) if your new to the oil service game on a tractor: save your self some headach and get yourself a strap wrench if you dont already have one. NOTE if ou dont have one, you CAN get a rachet strap looped around the filter 3 or 4 times, then have a helper pull on the end while you twist by hand... the combined force will losen a otherwise impossible to move by hand filter, the small gold mine note the old filters still seem to have the factory paint on them!?!?! IS this normal? the engine oil filter is a denso filter. Is that what they put on them at the factory or has it been changed? It also was not comforting to know that the rear drain plug had not been disturbed, still had the factory paint on all surfaces. mmmmmmm LOTS of old oil. Hows that look? Oh and 7.5 gallons seems to be about right. And i couldnt find a quanty on the engine oil. Seems like it took 4qts to fill on the dipstick. btw does anyone know what the amount difference is on the trans oil dipstick (like a gallon from low to high?) oh and the label from the generic oil. What i can tell you is that hyd pump went from whinging virtually ALLLLL the time to nice and quiet. The FEL seemed to be more responsive also. (thats a full size img 56k warning) Last edited: Nov 13, 2006 Nov 13, 2006 / TC33 hydrolic service #2 Okay, what is that brown fluid? Bob Nov 13, 2006 / TC33 hydrolic service #3 Okay, what is that brown fluid? Bob I was wondering the same thing, It is either Liquid Carmel , or Water in the Hydro Fluid/ Oil Nov 13, 2006 / TC33 hydrolic service #4 I was wondering the same thing, It is either Liquid Carmel , or Water in the Hydro Fluid/ Oil ill have you know (what came to my mind) was liquid peanutbutter thankyouverymuch anyone want to speculate on weather the 50hr service was ever performed? (i aquired it at 212hrs give or take a few) Nov 13, 2006 / TC33 hydrolic service #5 Whatever fluid it is, it sure don't look healthy. Chocolate milk shakes are never a good sign. Nov 13, 2006 / TC33 hydrolic service #6 anyone want to speculate on weather the 50hr service was ever performed? I will vote no. Bob Nov 13, 2006 / TC33 hydrolic service #7 TC-33 calls for NH134 fluid ; is what you used the same. I did not see NH 134 listed. Also, after seeing the oil; better change the coolant also; doubt if it was ever changed. I would also change engine oil within next 50 hours , since it may have been over do for a change. This would be insurance for sludge build up. Someone here may know of an additive to add to hyd. oil as it has been contaminated with something (water). May want to change it out shortly to get rid of all contamination. Nov 13, 2006 / TC33 hydrolic service #8 Make sure your hydro oil is NH134 fluid. Bob Nov 14, 2006 / TC33 hydrolic service #9 Sometimes camera flash units can cause things to look funny, but that oil sure looks contaminated with water to me. I'd look for condensation or change the oil again at a short interval as previously suggested. My transmission oil at 300 hours is clear with just a tiny tint of contamination. Your oil looks really full of water and that could mean the water has caused some amount of rust inside your casings; thus, the brown oil. I'm not surprised your transmission sounded so bad on that stuff. Your tractor's innards are sure to be better served by the new oil. I used a quality generic oil the last time I changed my fluid and the next time I'll go back to NH fluid. I think the generic oil seemed to have a higher viscosity than NH134. At the hours you have on your tractor, your oil should not look that bad. You have internal condensation or something else going on that caused that. I'd keep an eye on it. It could have happened somewhere between Japan and your dealer in MO, or who knows since you bought your tractor used. Now that it's yours and you are using "platinum" products, this kind of problem should disappear. I hope you don't have any other problems because of this. Nov 14, 2006 / TC33 hydrolic service #10 ill have you know (what came to my mind) was liquid peanutbutter thankyouverymuch anyone want to speculate on weather the 50hr service was ever performed? (i aquired it at 212hrs give or take a few) Yes, I think so, because the filters you took out don't look like NH filters to me. I am not sure, how that hydraulic oil got that much water in it, but lemme tell you that I never changed my hydraulic oil yet (only filter) and have 200hrs on the meter. Mine still looks good, no cloudyness at all. That hydric oil you took out sure does not look good, probably some rust and goo contaminated the filter and that the pump was whining due to the rust and loss of the luberity of the oil. In your case i would look at that oil more often and change it again. Remember that there is still 2 or 3 gals of that contaminated stuff in there. It's quite thinned out now, but you'll see on the dipstic and verify the oils colour with new stuff. Page 2 Nov 14, 2006 / TC33 hydrolic service #11 Those are the factory-installed hydraulic and hydrostatic filters. The paint matching the chassis color is the tipoff. Gray color instead of the current black is also an indication the tractor, oil, and filters are several years old. Just a plain old fashioned lack of maintenance along with some added contaminants. Don't credit the generic oil alone for quieting down the hydraulics. The new filters are mostly responsible. If you think filters and oil are expensive, wait till plugged filters and contaminated oil trash your hydrostatic transmission. Nov 15, 2006 / TC33 hydrolic service #12 I would also change engine oil within next 50 hours, since it may have been over do for a change. change the engine oil again in 50 hrs? In all my years of changing oil in cars ive only run across oil that back and dirty one other time (a car that had suffered lack of maintainece and some 15K miles on it) but thats my first time dealing with a diesel so i dont know if the 2 compair well.... I had considered changing all the fluids again soon (this coming summer) perhaps 100 hrs or so. (ill be getting good seat time with the construction of our little apt to live in this winter/spring) As for the trans oil. Ya i know it doesnt specifically say NH134 or F200a (orwhatever the other one is) but i could have sworn i saw a post round hear that said kubota UDT and NH134 were essentially the same fluid just badged differently for orange vs blue. (i even did a bit of reserch on UDT before hand but didnt find anything TADA!) how well do the tractors do at keeping moisture out of the internals if they sit outside uncovered for extended periods (months) (not that it does at my place but may have in its poor abused past life) oh and as for the flash screwing with colors/transparency.... not so much on that pic, the pic is dead on what it looked like in real person. Nov 15, 2006 / TC33 hydrolic service #13 I used a quality generic oil the last time I changed my fluid and the next time I'll go back to NH fluid. I think the generic oil seemed to have a higher viscosity than NH134, this being my first time dealing with hyrolic oil, at the temp i was working (say 50-55deg) it seemed to have the viscosity of a generic 10-30 (give or take) certainly a LOT less thick than 80w-90 gear oil i run in 5speed and rear end of the truck. Nov 15, 2006 / TC33 hydrolic service #14 Diesels will get oil black in color quickly do to the soot contamination from blow by, 100 hours is normal change time (or seasonal) UNLESS YOU ARE WORKING IT VERY HARD, THEN CNH SAYS 70 HOURS. Since this unit has lacked normal maintenance, I personally would change all fluids now. You did transmission and engine. Engine oil I would change again in 50 hours just for piece of mind. Transmission I would do within a few hours because you left a large amount of contaminated oil in the unit (pump, lines etc) also I personally would use CNH 134 or equivalent. If it matches 134 specs, the oil WILL state that it meets the specs. YOU NEED TO GET THE CONTAMINATED OIL OUT; cheap price vs. rebuild. After a few hours, the oils will mix and hopefully most problems will be averted then. Yes, you have to buy another expensive filter BUT. Last note; all hydraulic oil housings are pretty water tight; leaving them sit in weather will not let water in. Pressure washing tractors will let water get in. Leaving fill caps, dipsticks not properly seated will also do it. Anti freeze is another overlooked item that needs changed. Nov 15, 2006 / TC33 hydrolic service #15 antifreeze is a different story. It was like a half a gallon low when i got it so i figure it was **** near a change anyway Nov 15, 2006 / TC33 hydrolic service #16 Nov 16, 2006 / TC33 hydrolic service #17 Guys, if you look at the picture of the label, first line below Ford New Holland it lists 134D,C,B,A. Nov 16, 2006 / TC33 hydrolic service #18 You are right; I missed that; I did state to use 134 or equivalent. Most important at this time is to get the contaminated oil out of system. Sep 4, 2019 / TC33 hydrolic service #19 How do you check the hydro level, dip stick pushed in or not? Sep 4, 2019 / TC33 hydrolic service #20 Jan 2, 2024 / New Holland TC33D maintenance manual #1 I inherited a New Holland TC33D. But I do not have a operators manual. I need step by step instructions for basic maintenance like hydraulic fluid change, etc. Is this something covered in the operators manual? It Can be downloaded for \$28 from NH site. Or do I need a shop manual or repair manual? If so which company, etc - there seems to be no end of manuals from \$35-\$200 Thanks Kurt Jan 2, 2024 / New Holland TC33D maintenance manual #2 There are pros and cons any way you go. Digital downloads or CD versions of the originals are usually the cheapest. They can be a pain because you scroll endlessly looking for what you want. Then you find they send you to another page somewhere for the specs you need for the operation you just read about so you scroll some more. A digital copy of the owners manual is probably all you need unless you feel ambitious about getting off into more than routine service, grease and oil type stuff. Reprints of factory manuals cost a bit more, but are much easier to negotiate. That's usually the way I go if I think I'm likely to use it a few times in the future. Drawbacks there are cheap printer type paper that absorbs everything it comes in contact with, and is quite fragile in a shop environment. Then the pictures are reprints of reprints, done in black and white and often near worthless for providing any details. I have a reprint of the TC33 manual somewhere that I've used a few times. It has served me well but it's subject to what I mentioned. Jan 3, 2024 / New Holland TC33D maintenance manual #3 Thanks..... I think I'll start with the owners manual. Jan 8, 2024 / New Holland TC33D maintenance manual #4 I will look today, but I may have one. I bought a TC33 several years ago, and got a TC33D manual with my base grade tractor. If I have it, I will let you know early this week. Jan 8, 2024 / New Holland TC33D maintenance manual #5 I downloaded one from NH. It had just what I needed! Kurt Jan 11, 2024 / New Holland TC33D maintenance manual #6 There were a few posts back in the day when those tractors were current about adding oil slowly. Don't remember why but the guy hydro locked and blew his engine. Ever since I read that I always fill the oil slowly. Go BottomTC33D Synthetic Oil bobfromny Join Date: Jul 2003 Posts: 21 Maine NY(Binghamton Area) 2003-07-21 59912I have been told previously to not change my TC33D over to synthetic for the engine oil to at least 50 hours have been run. Does the same hold true for the hydraulics? I think I'm going with Amsoil. But I do have some questions. 1) Can I run the same hydraulic AMSOIL product where ever NH 134 hydraulic oil is used? IE power steering, front end etc. Can someone tell me the correct AMSOIL product so I make sure I am buying the correct one? 2) Should I run the standard or heavy duty deisel engine oil product? 3) Do I need to change my hydraulic and hydrostatic filters when I change to the new oil? Lastly, anyone hear any news on the new FEL for 33d's? Thanks Bob Reply to | Quote Reply | Add PhotoTC33D Synthetic Oil kwschumm Join Date: Feb 2003 Posts: 5764 NW Oregon Pics 2003-07-21 59915 These are my opinions. I believe Amsoil makes a fine product, and I have used it with great results in my cars, however if it is not specifically labeled as meeting manufacturer specifications they would have legal grounds to deny any warranty claims that they think are fluid related. Amsoil can "claim" their products meet or exceed manufacturer requirements, but their claims are worthless if they have not actually submitted their products to the standards organizations for testing. The labeled rating should show what testing has been done, any word of mouth claim by ANY Amsoil representative is worthless if not backed in writing. As far as your filter question, I cannot see any reason for changing oil without also changing the filter. Reply to | Quote Reply | Add PhotoTC33D Synthetic Oil TomG Join Date: Feb 2002 Posts: 5406 Upper Ottawa Valley 2003-07-22 59928 I think of oils as pretty universal stuff. There are the standards and manufacturer should say which ones are acceptable for their product. Within that there likely are a bunch of products that all work about the same. Of course, both the manufacturers and oil companies are going to try to convince customers that their product is special. I can't see any big reason to rush into use of a special oil. Few of us are ever going to wear out our engines using any recommended oil provided the maintenance intervals are met and appropriate grades are used. I do what ever is easiest and for the fewest stops when I have to go to town. Most times that ends up as the dealer and manufacturer's oil because I like my dealer and I'd just as soon do all my tractor buz in one place. If "heavy-duty" refers to 15W-40 grade engine oil, that is a good summer oil for doing heavy work on very hot days. It also can be a liability during the winter in places where it gets sub-0F. An owner's manual should have a table that gives grades to use for different temperature ranges. We have cold winters and I use one that works OK year around but I do avoid doing heavy work on the few very hot days we get. That may be more for me than for the tractor but it's a good excuse. Hydraulic oil also comes in multi-weight grades. The NH multi-grade version of 134D is F200 and your dealer might recommend that if you're in a cold area. Reply to | Quote Reply | Add PhotoTC33D Synthetic Oil DRRankin Join Date: Jan 2000 Posts: 5116 Northern Nevada Pics 2003-07-22 59929 Tractor hydraulic oil has to do a lot of things. Besides the obvious it must also be compatible with the wet brakes found on most models of tractors. The only real advantage I can see for synthetic hydraulic oil is it's ability to handle extreme temperature conditions such as operations at -30F. But you will pay through the nose for that ability. Last I heard Amsoil synthetic hydraulic fluid was over a hundred bucks for a five gallon pail. That is a lot of money to pay unless you are in Fairbanks. As far as I can tell the only tractors out there that require something more than normal tractor hydraulic fluid would be the Kubota BX series. They need Super UDT which I think is a synthetic blend. For example, I had been using high temp, high pressure synthetic wheel bearing grease to lube the fittings on my loader and backhoe. If you think about it it makes no sense to spend 6 bucks a tube when the \$1.79 stuff will work just as well, since there is certainly no high pressure or high speed stuff going on in my loader bushings. During the warranty period especially, I would be real reluctant to use anything that didn't have a direct cross reference to the fluid specified in the owners manual. It should say on the container that it meets NH specs or you are taking any warranty issues into your own hands. Reply to | Quote Reply | Add PhotoTC33D Synthetic Oil AC5ZO Join Date: Jul 2003 Posts: 928 Rio Rancho, NM 87144 Pics 2003-07-22 59936 I am a proponent of synthetic oils. But, there is no reason to rush to make a change on a particular tractor. I have used Amsoil before with good results on gasoline engines, but I generally buy my lubricants from one of the large oil company brand names now. I never had a problem with Amsoil, but the availability of the brand names is better and they are often on sale. When changing over to a synthetic, it is useful to change the filters and to get rid of as much of the conventional lubricant as possible. The conventional lubricant is essentially a "contaminant" in the synthetic oil and will not stand up to the same hard use as the synthetic will stand. I plan to use Shell Rotella T synthetic in my TC45 engine and I plan to continue to use NH 134 in the rest of the tractor. There is some recommendation to use another tube in the front axle of the FWD, but I have not decided whether to change that or not. Reply to | Quote Reply | Add PhotoTC33D Synthetic Oil Jeff R Join Date: Jul 2003 Posts: 428 burton, michigan Pics 2003-07-22 59966 MARKH I converted to synthetic hydraulic fluid last fall for my Kubota B2150HST along with Shell Synthetic 5w-40 for the engine. I bought 100% synthetic Chevron THF at a Chevron oil distributor in Port Huron Michigan and paid 78 buckeroos for a 5 gallon pail. Says on side of pail "MEETS John Deere Winter and Summer requirements" along with New Holland, Kubota, Massey Furgason, etc. Paying those Amsoil prices is sometimes insane. I noticed better quickness of loader hydraulics in a cold Michigan Winter considerably. 78 bucks for 5 gallons is not all that bad of a price compared to what synthetic offers in terms of wear and performance. I think Amsoil is a good product but for the price, offers nothing more than Chevron THF offers. Reply to | Quote Reply | Add PhotoTC33D Synthetic Oil DRRankin Join Date: Jan 2000 Posts: 5116 Northern Nevada Pics 2003-07-23 59977 The price has gone up a bit. I think I paid about \$60 for 5 gallons last year. Just to be clear, I use Shell Rotella Synthetic in the crankcases of both tractors and Chevron Synthetic in the hydraulic system of the BX. Both products meet industry standards for warranty requirements and are labeled as such (as Jeff pointed out). Reply to | Quote Reply | Add PhotoTC33D Synthetic Oil TomG Join Date: Feb 2002 Posts: 5406 Upper Ottawa Valley 2003-07-24 60012 Yes, my loader slows down when it's very cold even when using multi-grade hydraulic oil and sometimes I use magnetic heaters on the sump as well. Warm oil from the TX cools down in the cylinders and after about 20-minutes, putting the boom in float sort of eases the bucket down in slow motion when the temp is around -20F. It speeds back up for awhile when oil from the TX is in the cylinders. The float position may not work at all if I were using straight-weight hydraulic oil. I use NH F200 or an AGCO equivalent. A true synthetic would work even better in the cold. Reply to | Quote Reply | Add Photo Go Top Share This TOOLS & SUPPLIES APPAREL & TOYS RENTALS & SERVICE ABOUT US Servicing New Holland TC-Series TractorsPictures are of a TC31. Concepts apply to all TC-Series machines.TC18 / TC21 / TC23 / TC24 / TC26 / TC29 / TC30 / TC31 / TC33 / TC34 / TC35 / TC40 / TC45 Changing the Engine Oil and Filter While engine is still somewhat warm take out drain plug and drain oil Put plug back in Remove old oil filter (be careful as oil will drain from filter) Apply a small amount of engine oil to the rubber seal of the new filter Tighten filter until it touches the mounting surface Tighten filter an additional ¾ turn by hand When a new filter is installed, engine oil typically decreases a little. Ensure that oil does not leak through the seal of the filter, then refill oil as needed. Change oil and filter after first 50 hours and every 100 subsequent hours under normal conditions. If operating under sever conditions change every 70 hours after the first change . Draining the Fuel Filter Ensure that there is fuel in the tank Close fuel shutoff valve (so that the handle is pointing towards the "C") Take fuel sediment bowl off Open fuel shutoff valve and allow it to flow until only fuel is flowing from the filter base, no water Close shutoff valve Reattach fuel sediment bowl Open fuel shutoff valve Bleed fuel system Drain fuel filter after every 100 hours of use Changing the Fuel Filter Close fuel shutoff valve (so that the handle is pointing towards the "C") Take fuel sediment bowl off by rotating the retaining nut Open fuel shutoff valve and allow it to flow until only fuel is flowing from the filter base, no water Install new fuel element Check the two O rings for any damage and replace them as needed Install the spring between the bottom of the fuel filter and the sediment bowl Reattach the sediment bowl Open fuel shutoff valve (so that the handle is pointing towards the "O") Bleed fuel system Replace fuel filter after the first 50 hours of use, and then after every 200 subsequent hours Changing the Air Cleaner Elements Outer Element Remove air cleaner cover by pushing down on it and rotating it counterclockwise Pull outer element out of assembly Clean loose dirt from element Check the end of the canister for dirt Blow compressed air (under 30psi) from the inside of the filter to clean it Check inner diameter seals for damage (if damaged, replace element) Put a light inside the element to check for paper leaks or for the bonding of the paper to the end plate (if leaks are found, replace element) Push primary element back into canister and reinstall Put air cleaner cover into place Clean outer element after every 100 hours of service Inner Element Remove air cleaner cover and outer element to expose the inner element Inspect the inner element by placing a light inside the element. If little or no light shines through the element it is partially clogged. Clean dirt from element and canister Check seals for damage (if damaged, replace element) Push element back into canister Push outer element over the top of the inner element and clamp air cleaner cover into place Change inner element after every 1000 hours or every third outer element change, whichever comes first Hydraulic Filter Remove old filter Apply a small amount of oil to the rubber seal of the new filter Tighten filter until it touches the mounting surface Tighten filter an additional ¾ turn by hand Run engine and check filter for leaks Stop engine Check hydraulic oil level and refill as needed Replace hydraulic filter after first 50 hours and then after every 300 subsequent hours Changing the Transmission, Rear Axle, and Hydraulic System Oil Oil drains best when engine is at operating temperature, but not hot Remove transmission and rear axle drain plugs Drain oil and reinstall plugs Take out filter plug and fill with NH 134 hydraulic oil to correct level on dipstick Put dipstick and filter plug back in Bleeding the Fuel System Fuel system needs to be bled for the following reasons: System has been drained Filter has been replaced Tractor has run out of fuel Fuel lines have been disconnected Injection pump has been replaced To bleed fuel system: Ensure that there is fuel in the tank Open shutoff valve (so that the handle is pointing towards the "O") Open the bleed screw on the fuel pump Close bleed screw when air-free fuel begins to flow Put throttle in the highest speed position Turn engine over for a few seconds Bleeding the Injector Lines Injector lines need to be bled for the following reasons: Tractor has run out of fuel Injectors have been replaced Injection pump has been removed To bleed injector lines: Loosen injector line fittings at the injectors Push hand throttle to highest speed position Crank engine until air-free fuel flows from each connection (do not crank engine continuously for more than 30 seconds) Tighten fittings to 18-22 ft-lbs (24-29Nm) of torque If air remains in the system, repeat the above steps Changing Clutch Housing Oil Detach clutch assembly Remove check plug Drain oil from check plug opening Fill with NH 134 hydraulic oil through the check plug hole Oil is full when oil level is at the bottom of the opening for the check plug Reinstall check plug and clutch assembly Oil should be checked after every 50 hours and changed after every 600 hours Changing the Power Steering Oil Oil drains best when engine is at operating temperature, but not hot Take out drain plug to drain oil Put drain plug back in Turn the filter / reservoir assembly counterclockwise to detach it Apply a small amount of oil to the rubber seal of the new filter Tighten filter until it touches the mounting surface Tighten filter an additional ¾ turn by hand Remove filler plug / dipstick and fill the reservoir with NH 134 hydraulic oil Put filler plug / dipstick back in Power steering oil needs to be changed after every 600 hours of use Wheel Bolt Torque Check wheel bolts regularly as follows: Front wheel torque 90 ft pounds Rear wheel torque 125 ft pounds Lubrication Fittings Grease the following points after every 50 hours (or more if operating under extremely dirty conditions) Steering linkage Front axle pivot Front wheel spindles (ZWD) Power steering cylinder Pedal shaft - clutch and brake pedals 3 - point linkage

- ferali
- seiko 6a32 setting instructions
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