



CLICK ANYWHERE FOR MORE DETAILS

MANUAL PREVIEW

Adams
Operator's Manual
512

Motor Grader

purchase full manual at

JENSALES.COM
or Call 800-443-0625



CLICK ANYWHERE FOR MORE DETAILS

THIS IS A MANUAL PRODUCED BY JENSALES INC. WITHOUT THE AUTHORIZATION OF
ADAMS OR IT'S SUCCESSORS. ADAMS AND IT'S SUCCESSORS
ARE NOT RESPONSIBLE FOR THE QUALITY OR ACCURACY OF THIS MANUAL.

TRADE MARKS AND TRADE NAMES CONTAINED AND USED HEREIN ARE THOSE OF OTHERS,
AND ARE USED HERE IN A DESCRIPTIVE SENSE TO REFER TO THE PRODUCTS OF OTHERS.

Operator's Manual

CLICK ANYWHERE FOR MORE DETAILS

HOW TO USE THIS BOOK

This manual has been prepared for the use of those who operate and service the machine described on the front cover. It is divided into sections.

Each section has a numbered black tab which lines up with the corresponding section name and number on the right hand edge of this sheet. The black tabs are located quickly by bending the book back.

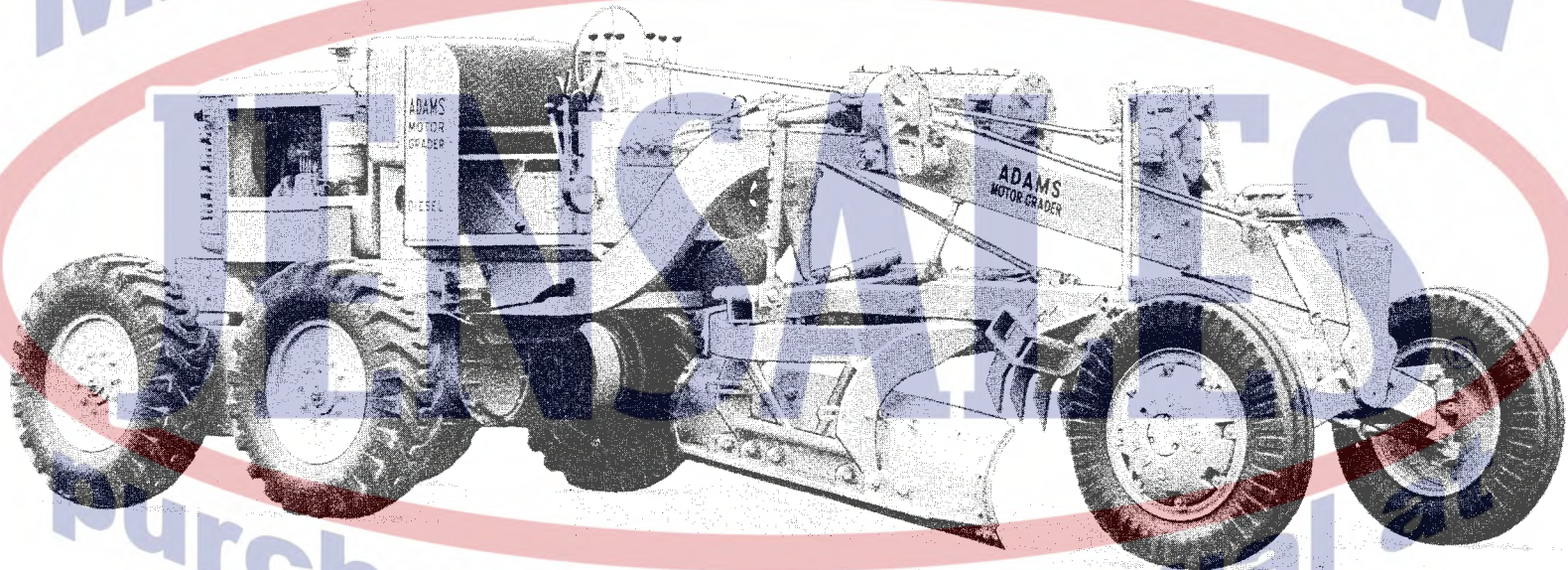
GENERAL DESCRIPTION SPECIFICATIONS	1
OPERATING ADJUSTMENTS	2
PUTTING MACHINE INTO SERVICE	3
ENGINE OPERATION AND CARE	4
CARE AND ADJUSTMENT OF GRADER	5
LUBRICATING INSTRUCTIONS	6
FINDING AND CORRECTING TROUBLES	7
STORING AND SHIPPING	8
SAFETY MEASURES	9
OPERATING DON'TS	10

JENSALES.COM
or Call 800-443-0625

CLICK ANYWHERE FOR MORE DETAILS

CLICK ANYWHERE FOR MORE DETAILS

MANUAL PREVIEW



ADAMS MOTOR GRADER

JENSALES.COM

These motor graders have been carefully designed and built to give years of service. Only quality materials and workmanship have been employed throughout their construction. The suggestions and instructions outlined in this book have a direct and positive bearing on the cost of operation and maintenance of the machine. The care with which these instructions are carried out will determine the maintenance cost and success of operation.

CLICK ANYWHERE FOR MORE DETAILS

SEC. I - GENERAL DESCRIPTION

BRIEF SPECIFICATIONS

WEIGHT, SHIPPING (Approx.) - - - - - 22,760 lbs.

DIMENSIONS

Length, overall - - - - - 25'-5"
 Width, overall - - - - - 7'-9"
 Height, overall - - - - - 7'-8"
 Height, overall (with canopy top) - - - - - 10'-0"
 Height, overall (with canopy top after Serial #3984) - - - - - 10'-6"

SPEEDS IN M.P.H. (At full governed engine speed)

BEFORE SERIAL #2100		AFTER SERIAL #2100	
First - - - - -	2.18	First - - - - -	2.2
Second - - - - -	3.01	Second - - - - -	3.1
Third - - - - -	4.27	Third - - - - -	4.4
Fourth - - - - -	5.87	Fourth - - - - -	6.0
Fifth - - - - -	7.03	Fifth - - - - -	7.3
Sixth - - - - -	9.67	Sixth - - - - -	10.0
Seventh - - - - -	13.91	Seventh - - - - -	14.4
Eighth (travel) - - - - -	21.00	Eighth (travel) - - - - -	21.5
Reverse (low) - - - - -	3.19	Reverse (low) - - - - -	3.3
Reverse (high) - - - - -	4.39	Reverse (high) - - - - -	4.6

ENGINE SPECIFICATIONS

Type (International) - - - - - Diesel[®]
 R.P.M. (Max. high idle) (Before Serial #2100) - - - - - 1490
 R.P.M. (Max. high idle) (After Serial #2100) - - - - - 1555
 Brake H.P. (Maximum at governed speed, corrected) (Before Serial #2100) - - - - - 68-1/2
 (at sea level and 60°F) (After Serial #2100) - - - - - 76
 Bore and stroke - - - - - 4-3/4" x 6-1/2"
 Number of cylinders - - - - - 4
 Valve clearance (engine hot) - - - - - .018"
 Spark plug gap - - - - - .035" to .040"
 Breaker point clearance - - - - - .013"

CAPACITIES (Gal. U.S. Measure)

Fuel tank - - - - - 54
 Gasoline tank - - - - - 1-1/2
 Water cooling system - - - - - 18
 Crankcase - - - - - 3-1/2

TIRE INFLATION

Front wheels (9.00 x 24) - - - - - 50 lbs.
 Front wheels (10.00 x 24) - - - - - 45 lbs.
 Front wheels (13.00 x 24) - - - - - 35 lbs.
 Rear wheels (13.00 x 24) - - - - - 25 lbs.

Note: For maintenance work on established highways, inflation pressures may be increased 25% if desired.

SEC. I - GENERAL DESCRIPTION

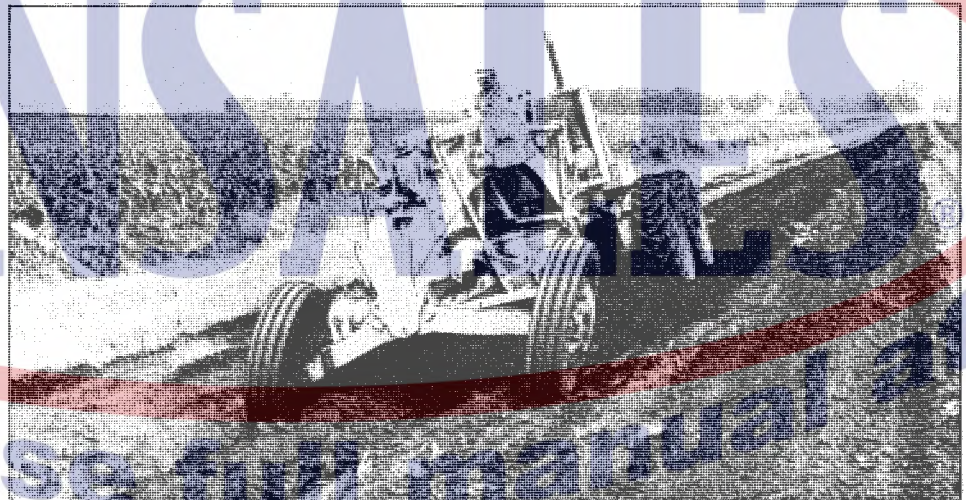
ILLUST. 3 - LOW BANK CUTTING OR BANKSLOPING.

Here the same grader shown in Illust. 2 is cutting back banks with blade extended out to side of grader. Finished bank slopes as shown in Illust. 1 are made in the same manner.



ILLUST. 4 - DITCHING.

Here the grader is cutting a ditch at the bottom of what will be the back slope. As dirt is cut out of banks or out of ditches, it is spread on new road bed or sometimes hauled down the road to fill up narrow or low spots.



ILLUST. 5 - HIGH BANK SLOPES.

This is the same grader as shown in Illusts. 2, 3, and 4 cutting back and banksloping a high bank. A ditch will be cut along the bottom of the slope.

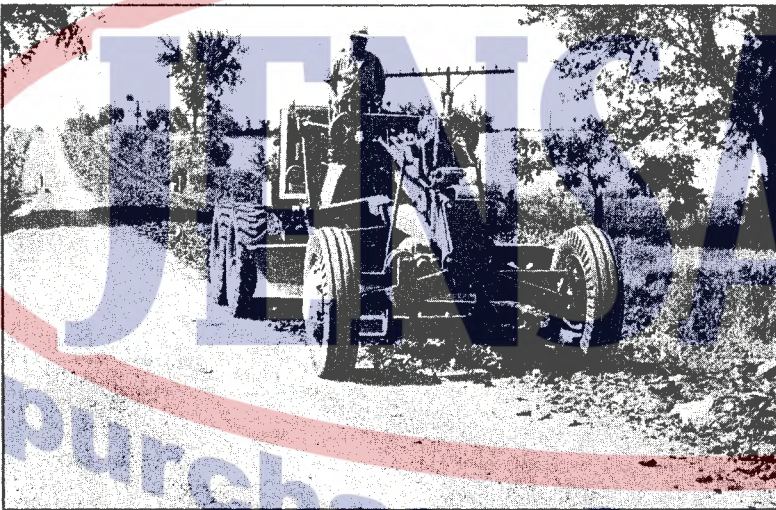


SEC. I - GENERAL DESCRIPTION



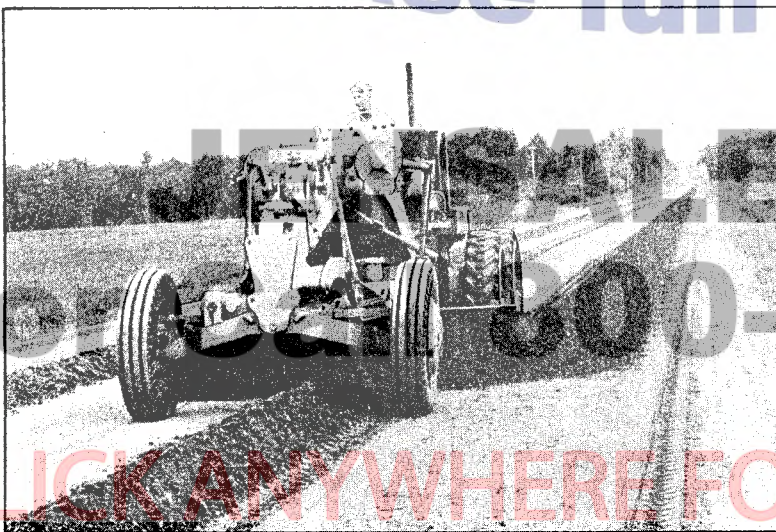
ILLUST. 6 - MAINTENANCE.

After roads have been properly ditched for drainage, the surfaces must be maintained or kept smooth for travel. This motor grader is in process of smoothing up the surface of a road.



ILLUST. 7 - SCARIFYING.

When road surfaces, covered with such materials as gravel and crushed stone, develop chuck-holes and become too rough for travel, it is necessary usually to scarify (rip up) the surface to the necessary depth to enable the grader to regrade and smooth up the surface again, because the material is too hard for the blade to cut. Here an old gravel road surface is being scarified for regrading.



ILLUST. 8 - MIXING SURFACE COURSES.

When it is desired to give a road a stabilized "all-weather" surface, sand, gravel, crushed stone, or slag is applied and then "shot" with tar, asphalt, road oil, or other stabilizer. The aggregate and binder are then thoroughly mixed by blading the material back and forth across the road as shown here. After the desired mix has been completed, the grader spreads the material evenly over the surface, after which it is rolled or traffic packed, depending upon the character of the materials used.

SEC. 2 - OPERATING ADJUSTMENTS



ILLUST. 18

this is done, draw all bolts up tightly and insert cotter pins.

ADJUSTING PITCH OF BLADE

As explained above the blade connects to the bottom of the blade circle legs by ball and socket pivot connections. Notched links are provided at the top of the blade to permit pitching the blade forward or backward with relation to the circle legs as shown in Illust. 18. Generally speaking, the pitch of the blade should be such as to give the cutting edge at the bottom proper penetration while at the same time, keeping the dirt rolling or scouring off

the blade freely. If the blade is pitched too far forward, the cutting edge at the bottom does not have the proper cutting angle and will drag the ground instead of entering it easily. If the blade is pitched too far backward, the material will hang in the blade and be dragged forward instead of rolling off the blade freely as it should do ... Deep ditch cuts require more forward pitch than does surface work and, wet, sticky materials that come up in great rolls require more backward pitch than do dry, granular materials. Pitch adjustments need not be made frequently -- note your soil conditions, type of cuts most generally made, action of the dirt on the blade and set the blade to the best pitch to get the cutting action necessary and keep the material moving as freely as possible.

DITCHING POSITION -- RIGHT HAND



ILLUST. 19

Illust. 19, shows the blade position for starting a right hand ditch cut from level ground. As the machine moves forward and the point of the blade is pushed down into the ground, the point should assume a position directly behind the right front wheel as indicated by dotted line. In the second and succeeding cuts, the front as well as the rear wheels should track in the previously made cut, and to accomplish this, it is important that in ALL ditch cuts the point of the blade is placed directly behind the front wheel to hold proper alignment...

In starting a ditch from level ground, it is desirable to set a line of stakes to follow in making the first cut so as to get the proper alignment.

To get the blade position shown