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MODEL 440 TRACTOR

INDEX

	Section
TRACTOR	A
HYDRAULICS	B
POWER TRAIN	C
ROPS CAB	D

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440 TRACTOR BRAKES

CALIPER REMOVAL

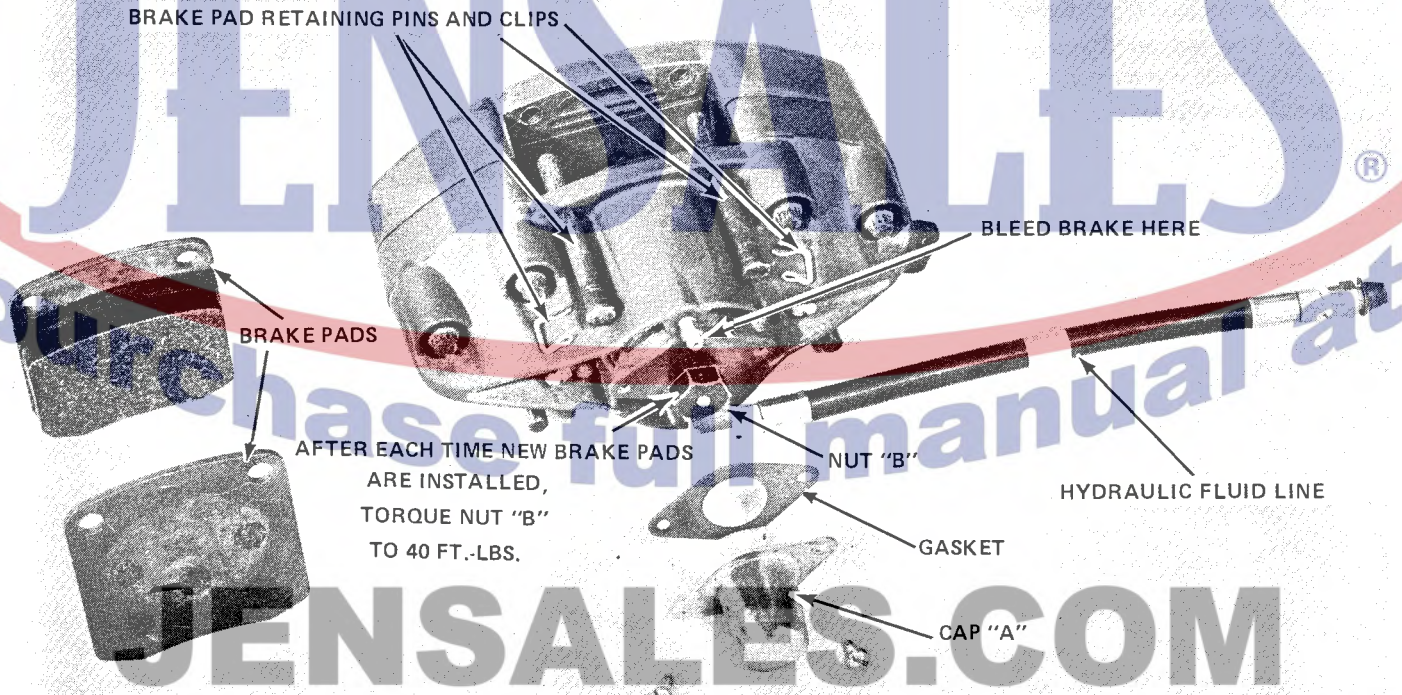
Remove (2) two capscrews securing brake caliper hanger to bar - Remove hanger. Disconnect brake line - Brake caliper can now be removed.

BRAKE SEAL INSTALLATION

1. Remove 4 ferris head 3/8 screws.
2. Remove cover and gasket.
3. Push retractor pin out of collet. Removing piston and pin. Check piston for wear.
4. Check piston bore in casting. Install O-ring in casting.
5. Insert dust boot lip into casting.
6. Lubricate inside edge of boot with brake fluid.
7. Push piston through boot into casting bore. Engage lip of boot in piston groove.
8. Install O-ring, spacer washer, collet on retractor pin.
9. Install torque nut and retorque nut to 40 ft. lbs.
10. Install 4 capscrews, cover gasket.

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440 TRACTOR FRAME

TOP UNIBALL REMOVAL AND INSTALLATION

1. Park tractor straight.
2. Unbolt (2) two rear cab mount bolts.
3. Position small jack on top of drop box and rear cab angle and raise cab enough to remove uniball king pin.
4. Remove pin - Loosen set screw in king pin nut - remove nut.
5. Place jack under rear center of front frame and jack up slowly - top hinge portion of rear frame will move back allowing to remove uniball bearing and retainer.
6. Remove bearing retainer plate.
7. Drive or press bearing down out of frame hinge.
8. Press new bearing into frame hinge bore.
9. Install bearing retainer plate.
10. Install dust seals.
11. Lower jack under front frame until bearing hinge lines with hole in front frame.
12. Install king pin, install nut and tighten 800 to 1200 ft. lbs. Lock set screw in nut.
13. Grease uniball bearing.

HINGE FRAME SECTION REPLACEMENT

NOTE: If uniball bearing had been left loose for some time - upper section of front hinge should be inspected for excessive wear. If worn too deep a replacement section is available to weld in. Follow same procedure as for changing uniball bearing, but before lowering rear frame into front frame hinge, position new section over king pin hole.

1. Install pin to line up section.
2. Mark upper frame plate.
3. Cut out section marked.
4. Fit new section into cut out.
5. Lower front frame allowing rear hinge to enter front frame.
6. Install king pin and nut and torque 800 to 1200 ft.-lbs.
7. Weld in section.

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440 TRACTOR ELECTRICAL SYSTEM

SAFETY SHUT OFF SWITCH

GENERAL INFORMATION:

To understand function of shut off switch, keep in mind that the fuel shut off fuel pump is normally closed. When turning on the Key Switch the fuel solenoid will open fuel pump.

On model 440 tractors the wire from fuel pump solinoid is attached to N.C. Terminal on shut off switch box. The N.O., (normally open) terminal on the switch box is not used. All shut off gauges are attached to the S. Terminal. Wire from key switch is attached to B. Terminal. Ground wire to Ground Terminal.

Gauges should be set to shut the engine down at the following pressures and temperatures.

1. Engine oil pressure—18 P.S.I.
2. Transmission oil pressure—5 P.S.I. (tractors above Serial Number 1470)
3. Transmission oil temperature—140° F.
4. Engine coolant level—below red line in gauge at L. H. side of radiator.

Shut down takes place when the needle in the gauge contacts the adjustable stop button, causing an electrical contact through the needle. The shut down point is adjusted from the front side of the gauge with a small allen wrench.

The safety cut off switch automatically shuts off the fuel to the engine when one of the above items goes beyond the limit set on the gauge. Check cause of shut off before operating engine, such as oil levels etc. After cause has been determined and corrected, push in red reset button to reactivate shut off system.

CHECKING OUT SHUT OFF SWITCH OF TRACTOR:

1. Attach wire from battery or power source to B. Terminal on switch box.
2. Attach a ground wire to ground terminal.
3. Attach a test light to ground terminal.
4. N. C. terminal on box should be live.
5. N. O. terminal on box should be dead.
6. After 60 seconds ground S. Terminal. Red button should pop out immediately.
7. N. C. terminal will now be dead.
8. N. O. terminal will now be live.

If box functions as outlined box should be considered good.

NOTE: This box can also be tested while installed in tractor but caution should be taken not to short out B. terminal with S. terminal as this would cause oil pressure needle to burn off due to it being in low oil pressure shut off position while engine is not running.

To check if safety shut off switch is operating, turn on key switch and within 60 seconds the Red button on safety switch should pop out. Reset button and start engine. Let run at least 60 seconds to re-energise safety switch. Now ground out any one of gauges hooked to safety switch terminal. Shut off should be immediate.

NOTE: Between each function of shut off safety switch it takes 60 seconds to reactivate switch, but shut off of engine is always immediate if any gauge attached to safety switch shows low oil, water, or high temp. If button does not pop out of if gauges, will not shut off engine check for cause.

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TRACTOR

TROUBLE SHOOTING:

PROBLEM: Red button on shut off switch does not pop out when Key switch is turned on for 60 seconds.

CHECK FOR:

1. Burned out fuse on switch box.
2. Loose wire to switch B. Terminal.
3. Inoperative switch box (see procedure for check switch box).

PROBLEM: Engine will not shut off when gauges are grounded out.

CHECK FOR:

1. Loose wire from fuel shut off solenoid to shut off switch.
2. Inoperative gauge.

PROBLEM: Engine shuts off.

CHECK FOR:

1. Low oil pressure or loss of oil.
2. High water temperature or low water level.
3. High transmission temperature, a low transmission lube oil pressure on tractors above Serial Number 1470.
4. No fuel.
5. Burned out fuse in safety switch.
6. Shorted out wire in wiring Harness causing fuse to burn out.
7. Wire from safety switch to fuel solenoid loose in connections.
8. Wires from all murphy gauges for possible grounding out (Running to close to heat sources etc.).
9. Inoperative or faulty gauges.
10. Faulty fuel solenoid.

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