



Allis Chalmers

Operator's Manual

5015 Compact

Operator's Manual

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AC-O-5015

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Lubrication and Service



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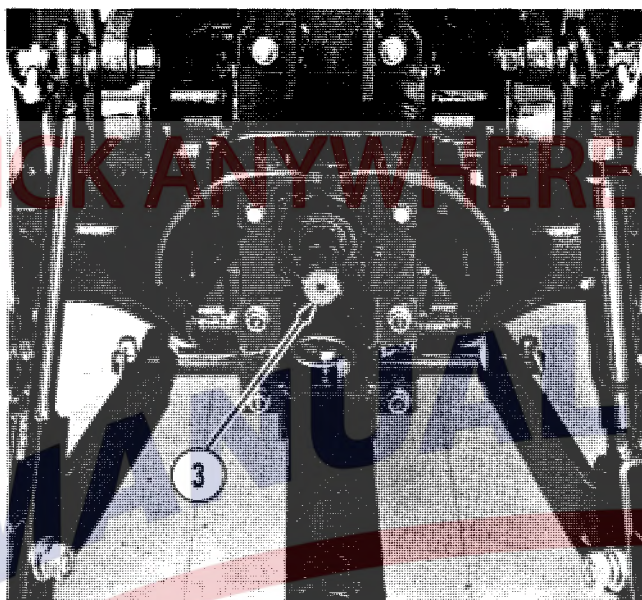
CAUTION: To prevent personal injury, never permit anyone to examine, clean, service, or adjust the tractor or any equipment operated by it UNTIL tractor engine is stopped, brakes are set, transmission shift lever is in neutral, P.T.O. is disengaged, and all moving parts have stopped.

The following section deals with lubricating and servicing your tractor. Be sure to follow the recommended time intervals and use the type of lubricants that are recommended.

The few dollars you may save by using cheaper lubricants or not following the recommended change intervals may cost you many dollars later on.

In order for your tractor warranty to be valid the recommended time intervals must be followed and the recommended types of lubricants must be used!

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FIGURE 25 - Rear View

3. P.T.O. Shaft

SAFETY TIPS & P.T.O. OPERATING INSTRUCTIONS

1. When hitching to a 540 RPM power take-off implement, tractor drawbar must be positioned with hitch hole 14" (356 mm) horizontally to rear of end of P.T.O. shaft. Be sure that drawbar is positioned correctly.
2. Be sure tractor engine is stopped before attempting to attach implement P.T.O. front yoke to tractor P.T.O. shaft. With engine stopped and P.T.O. shift lever is in disengaged position shaft can be turned by hand to align with splines in yoke.

3. Refer to "P.T.O. Shift Lever" in "Operating Controls" section for instructions on how to engage P.T.O.
4. Read the implement Operator's Manual for any special instructions.
5. Select a low tractor gear to start operation. Move to faster gear as crop and ground conditions permit.
6. To obtain rated 540 RPM P.T.O. speed set engine speed to maintain pointer on operation meter on P.T.O. Mark (2365 RPM engine speed). For special conditions set P.T.O. at speeds recommended in implement Operator's Manual.
7. Select transmission gear and shift position to permit handling heaviest areas of crop without lugging engine below speed selected in Item 6. Then in lighter crop areas shift into a higher gear for increased efficiency, dropping back to lower gear as required in heavy crop areas.



CAUTION: To prevent personal injury keep all shields on tractor and P.T.O. driven equipment in place at all times.



CAUTION: When a P.T.O. driven implement is attached to tractor, do not leave tractor operator's station unless the P.T.O. is disengaged, transmission shift lever in neutral, brakes are set and engine is stopped. **Exception:** For certain implements such as forage blower, feed grinder, forage harvester, knife sharpening, etc., which require P.T.O. operation while in stationary position without an operator on tractor, follow the specific instructions for operation as given in implement operator's manual.

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FIGURE 26 - 3-Point Hitch

- 1. Draft Arm
- 2. Drawbar

- 3. Fixed Lift Link
- 4. Lift Arms

- 5. Upper Link
- 6. Adjustable Link
- 7. Drawbar Pin

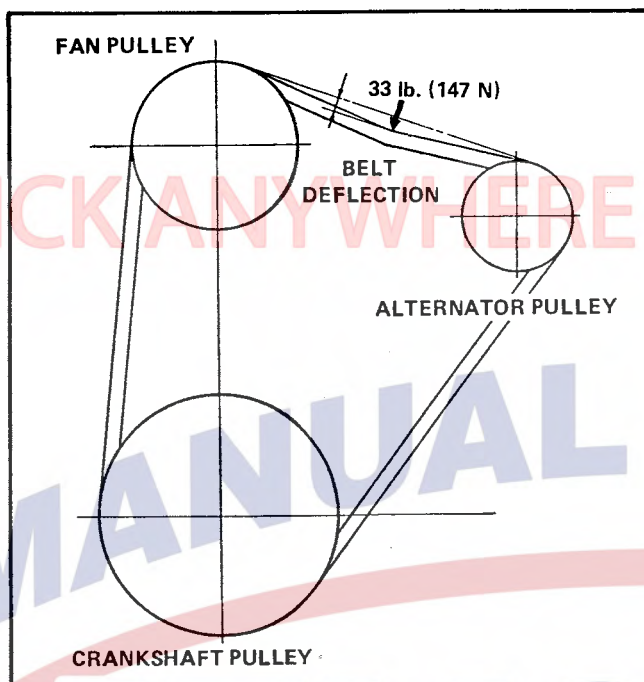
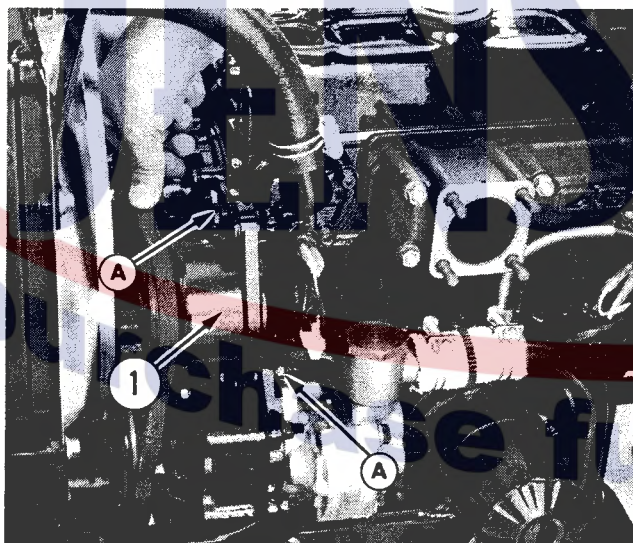


FIGURE 29



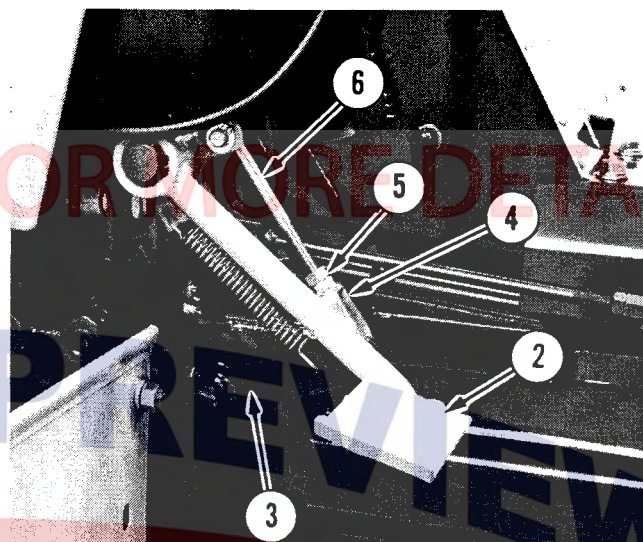
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FIGURE 30 - L.H. View

A. Adjusting Bolts 1. Alternator

FAN BELT ADJUSTMENT (Figures 29 & 30)

The fan belt adjustment must be checked periodically and proper adjustment maintained at all times. If belt is allowed to become loose enough to slip on pulleys, it will greatly affect cooling system causing engine to run hot due to insufficient air flow and circulation of coolant. The fan belt must not be over-tightened as it will reduce life of alternator bearings, fan and pump shaft bearing and fan belt.



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FIGURE 31 - L.H. View

- | | |
|-----------------|---------------|
| 2. Clutch Pedal | 5. Lock Nut |
| 3. Clutch Lever | 6. Clutch Rod |
| 4. Yoke | |

Adjust fan belt to give .3 to .4" (8 to 10 mm) belt deflection midway between alternator and fan pulley. Belt deflection is obtained by a 33 lb. (147 N) force on a spring scale attached to belt.

To adjust fan belts, loosen capscrews on alternator brace and lower pivot point (A), move alternator toward or away from engine until above deflection is obtained and retighten capscrews. (Figure 30).

ENGINE CLUTCH PEDAL ADJUSTMENT (Figure 31)

The engine clutch pedal is initially adjusted to have .6" to .8" (15 to 20 mm) free travel at pedal pad. During operation this free travel will gradually diminish. The pedal free travel determines amount of clearance between clutch release bearing and clutch release levers.

No pedal free travel will lead to clutch slippage or failure of clutch release bearing.

To adjust clutch pedal linkage, disconnect clutch rod from clutch lever and adjust yoke on rod until there is .6" to .8" (15 to 20 mm) of free travel at pedal pad, with rod attached to clutch lever and pedal against stop. When correct adjustment is obtained, attach rod to clutch lever with pin and insert and spread retaining cotter pin.