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MANUAL PREVIEW

Allis Chalmers

Operator's Manual

540 Articulated Loader

4 Wheel Drive

Gas & Diesel

Operator's Manual

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AC-O-540 LDR



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OPERATOR'S MANUAL

540 LOADER

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Oil Pressure:	
Idle (Hot)	15 PSI Min.
Above 1200 RPM	35 PSI Min. - 100 PSI Max.
Oil Filter Type	Full Flow

NOTE: Torque 1/2 turn after seal contact (with oil on seal).

Engine Tune-up Specifications

Firing Order (No. 1 cylinder is to rear on fan end) 1-2-4-3

Distributor Rotation Clockwise

Breaker Point Dwell 27° - 31°

Breaker Point Gap 0.024" - 0.026"

Timing at 600 RPM 10° BTDC

Start of Advance 650 RPM

Advance @ 2800 RPM (crankshaft total) 34°

Spark Plug Gap 0.025"

Torque (cold) 24 - 30 ft.-lbs.

Thread Size 14 mm.

Type:

Autolite AL-7

Champion H-11

AC C45L

Compression Pressure (cranking at 150 RPM min.):

Gasoline 140 PSI

Idle Vacuum (Gasoline) 19" Hg

Idle Speed (Gasoline) 850 - 900 RPM

High Idle (Gasoline) 2900 - 3000 RPM

Idle Speed (Diesel) 800 RPM

High Idle (Diesel) 2800 RPM

Capacities:

Engine Oil Sump 8 qts. in pan plus 1 qt. for filter

Cooling System 20 qts.

Hydraulic Reservoir 18 gal.

Planetary Hub (each) 1 pt.

Tire Pressure:

8 Ply 50 PSI

10 Ply 60 PSI

Power Steering Relief 1500 PSI

Loader Main Relief 2250 PSI

Charge Circuit Relief 200 PSI

Loop Circuit Relief 4250 PSI

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T-60673

T-60701



Removing Radiator Pressure Type Cap

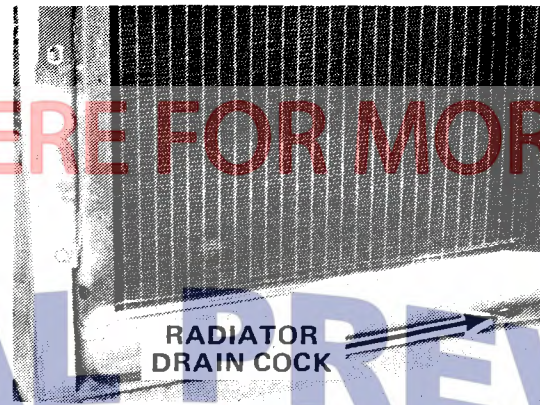
RADIATOR CAP

The radiator is sealed with a pressure cap. It contains two valves. The large valve is the pressure valve, and the small valve is the vacuum valve. When the coolant warms up, the expansion in the cooling system causes a pressure build-up in the system. When the pressure reaches 7 PSI, the large valve begins to open and allows air and coolant to escape through the overflow tube. When the cooling system cools down the pressure tends to fall below atmospheric pressure. When the pressure falls 0.25 PSI below atmospheric pressure, the vacuum valve opens and allows air to enter the cooling system. This prevents the radiator and hoses from collapsing.

The cap must provide an air tight seal for the system to function properly. If defective, it should be replaced.



WARNING: DO NOT remove radiator pressure cap when temperature of coolant is over 190° F. as coolant could break into a violent boil. To remove cap at temperature of less than 190° place a heavy cloth over cap and turn cap slowly to remove pressure before releasing cap completely.



Location of Radiator Drain Cock

T-60684



Location of Block Drain Cock

RADIATOR

The radiator should be properly repaired if a leak appears or if it is damaged in any way. The cooling air fins should be straightened, if they become bent over, and all dirt or oil accumulations should be removed so as not to impede the flow of air or reduce the heat conduction efficiency.

To drain the cooling system it is necessary to drain the radiator and the block after removing the radiator cap.

Once each year, drain the coolant and fill the radiator with a 50/50 ethylene

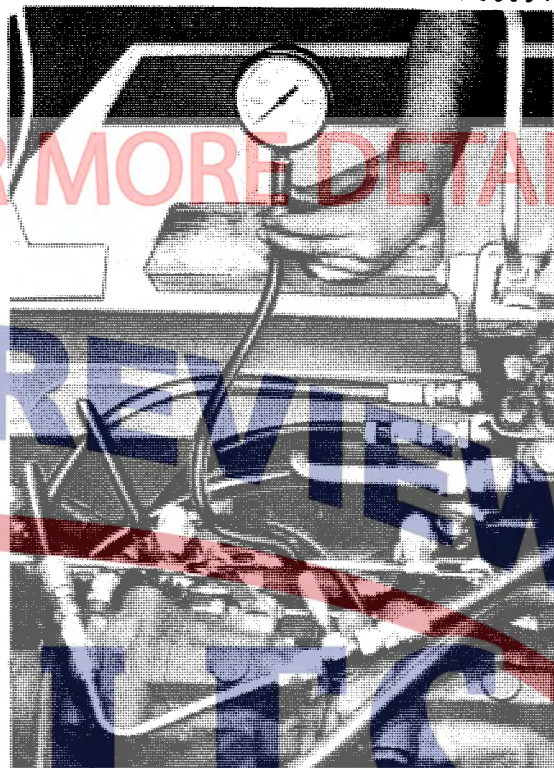
6. Adjust the length of the link from the pedal control assembly to the front pump control lever with the engine running, so the clevis pin will just go through the clevis and lever, with the pedals centered. Install pin and cotter key. Bend cotter key.

7. Adjust the rod length on the pedal return spring assembly to the front pump control lever, so the clevis pin will just go through the clevis and lever. Install cotter key and bend.

8. Any adjustments to the linkage to eliminate "creeping" should initially be made with the rod connecting the two pump levers. Any further adjustments should be made by adjusting the yoke connecting the pedal return spring assembly to the front pump control lever.

9. Torque nuts on levers to 16 ft.-lbs. Torque the nut on the pedal return spring assembly to foot control group to 24 ft.-lbs.

10. Lubricate pedal return spring assembly with grease after adjustment.



Checking Charging Pressure

CHARGING PRESSURE

The first item to check on pre-delivery or trouble shooting the propulsion system is the charging pressure. To check the charging pressure, disconnect a hose in the charging circuit and plumb a tee in the line. Start the engine and warm the oil to 160° to 180° F. The charging pressure should be from 180 PSI at idle to 225 PSI at high idle. If pressure is less than 200 PSI at high idle, the pressure needs to be corrected. The in-line relief valve pressure may be adjusted by shimming the spring. Cold oil will give a higher reading to 280 PSI at high idle.

WARNING

Do not service or repair this equipment with attachments in raised position unless they are securely blocked.