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MANUAL PREVIEW

Allis Chalmers

Operator's Manual

D844 & DS844

Power Units

Operator's Manual

JENSALES.COM

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AC-O-D844+

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**OPERATORS MANUAL
FOR
MODELS D-844 and DS-844
DIESEL POWER UNITS**



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ALLIS-CHALMERS MFG. CO.

TRACTOR DIVISION

MILWAUKEE, WISCONSIN, U. S. A.

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GENERAL DESCRIPTION

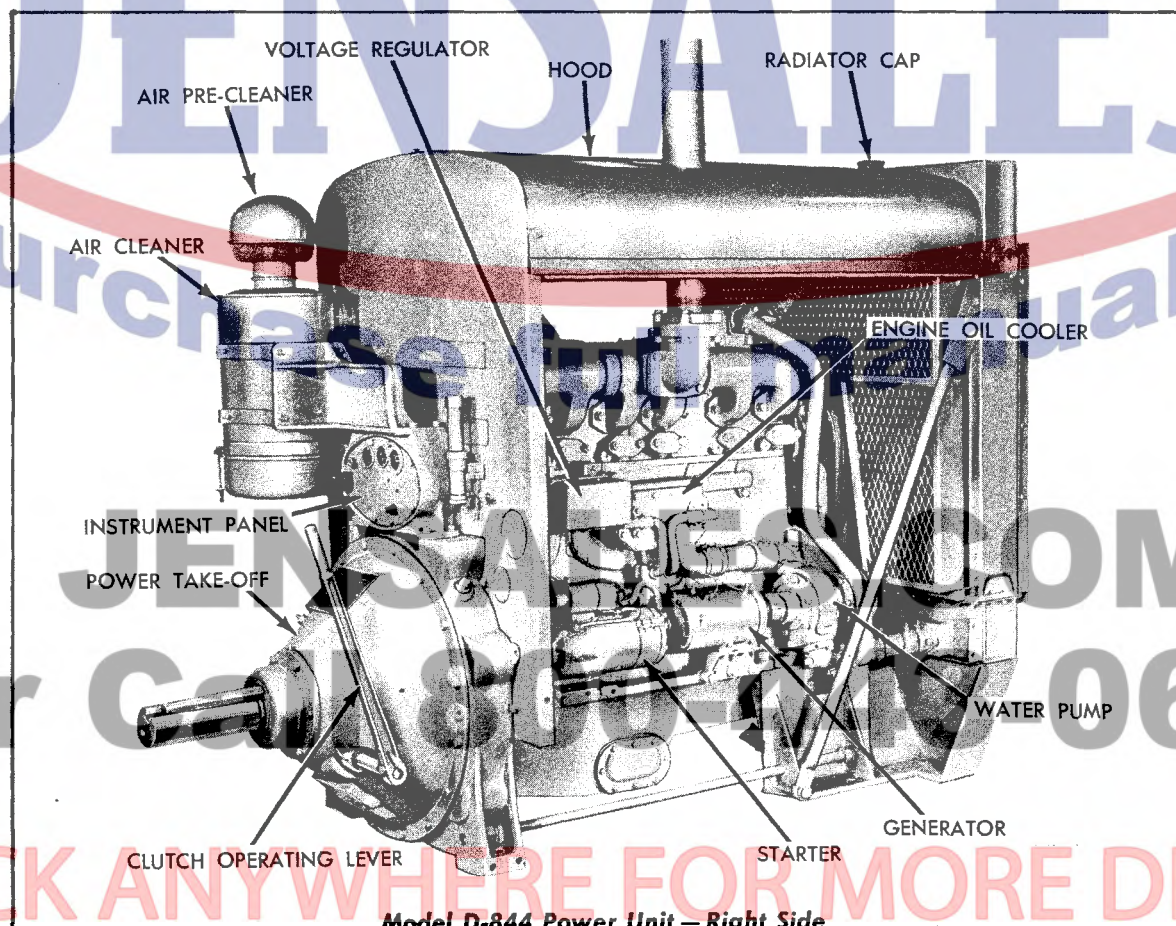
The standard Model "D-844" Power Unit, weighing approximately 4900 pounds, and the standard Model "DS-844" Power Unit, weighing approximately 5900 pounds, each consist of an industrial type "DIESEL" engine, front support, radiator, heavy duty clutch power take-off, engine hood, and cowl.

The engine in the Model "D-844" Power Unit is a naturally aspirated, 6 cylinder, 4 cycle "DIESEL" engine and develops 163 maximum brake horse power at a full load governed speed of 1400 R.P.M. (corrected to sea level pressure and a standard temperature of 60° F.).

The engine in the Model "DS-844" Power Unit is a supercharged, 6 cylinder, 4 cycle "DIESEL" engine and develops 197 maximum brake horse power at a full load governed speed of 1400 R.P.M. (corrected to sea level pressure and a standard temperature of 60° F.).

The engine in each of the above models is fully equipped, including a 24 volt electric starter, generator, and instrument panel.

Hood side plates, fuel tank, batteries, and power pulley are available as extra equipment.



Model D-844 Power Unit — Right Side

FIG. 1

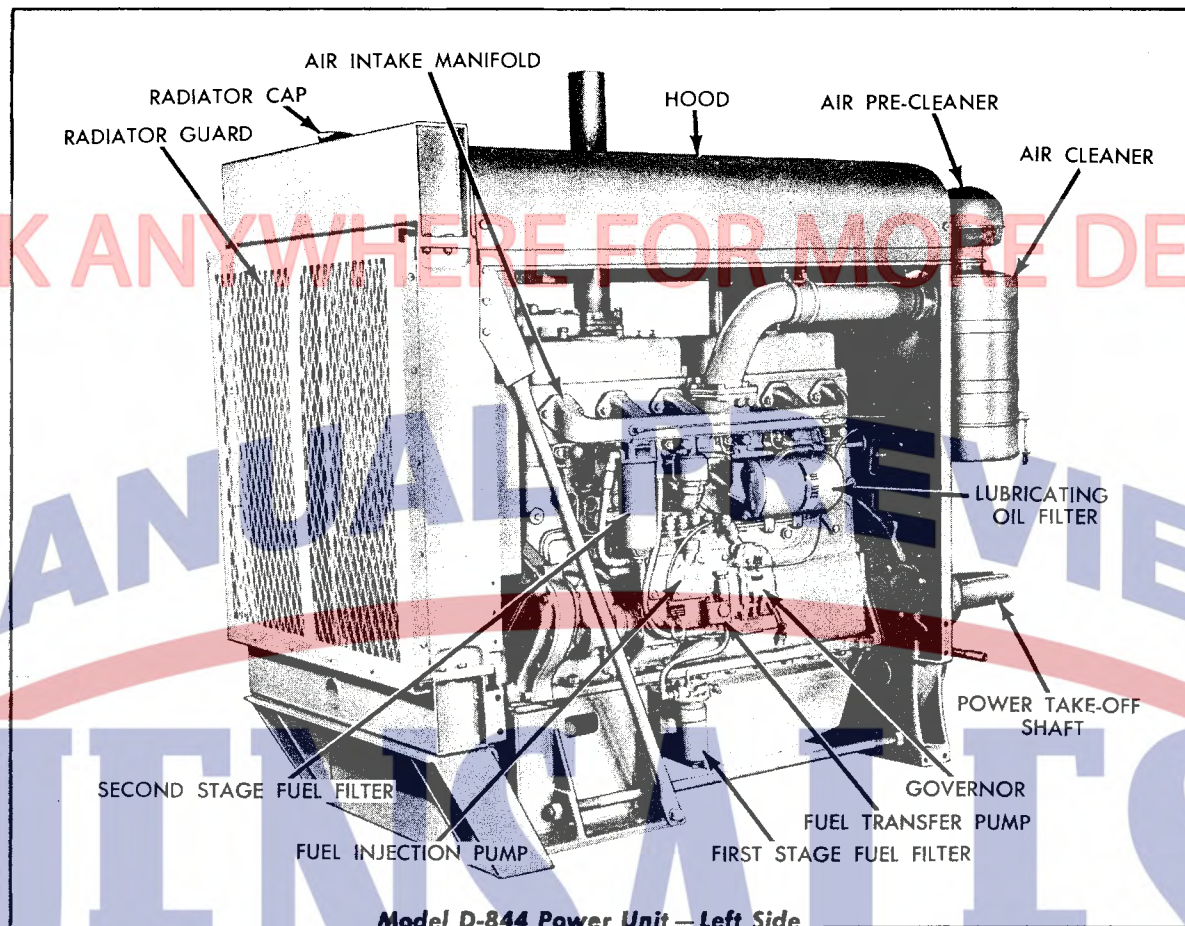


FIG. 2

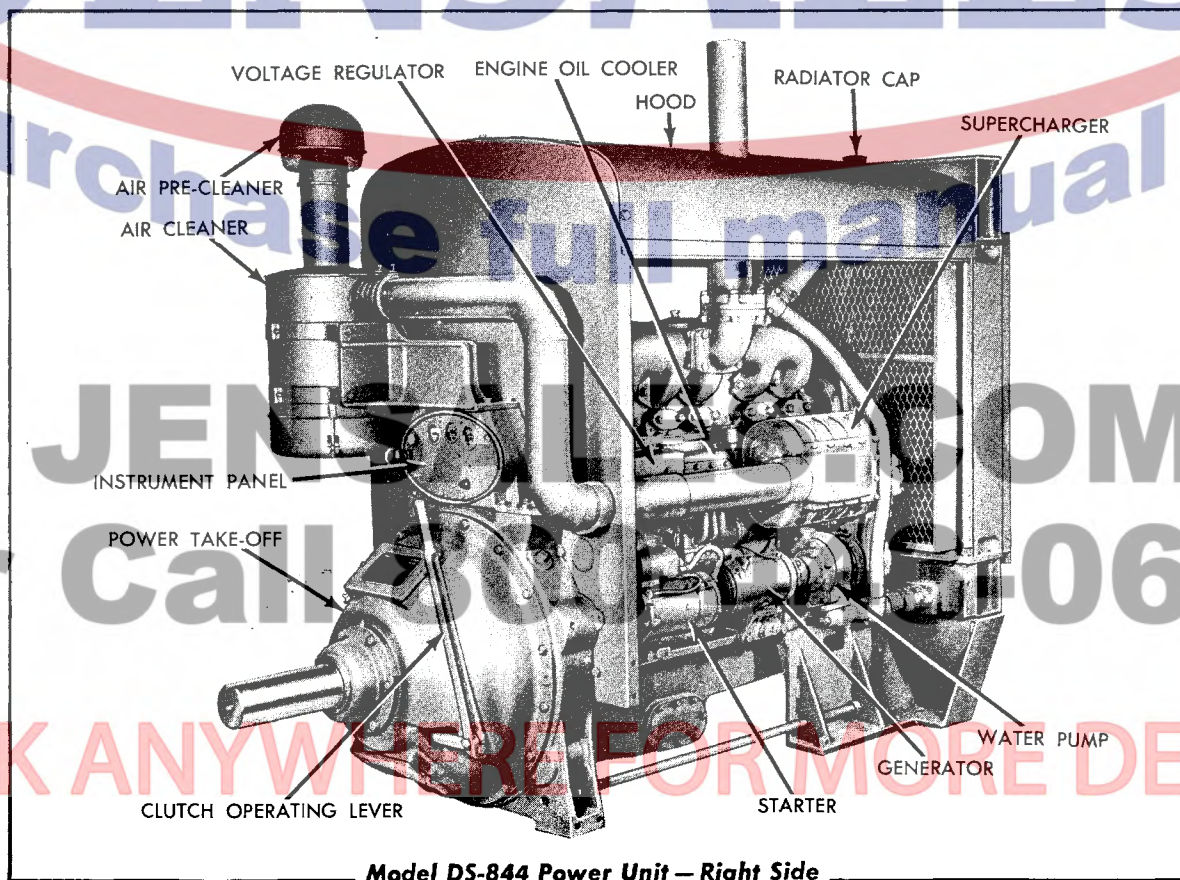


FIG. 3

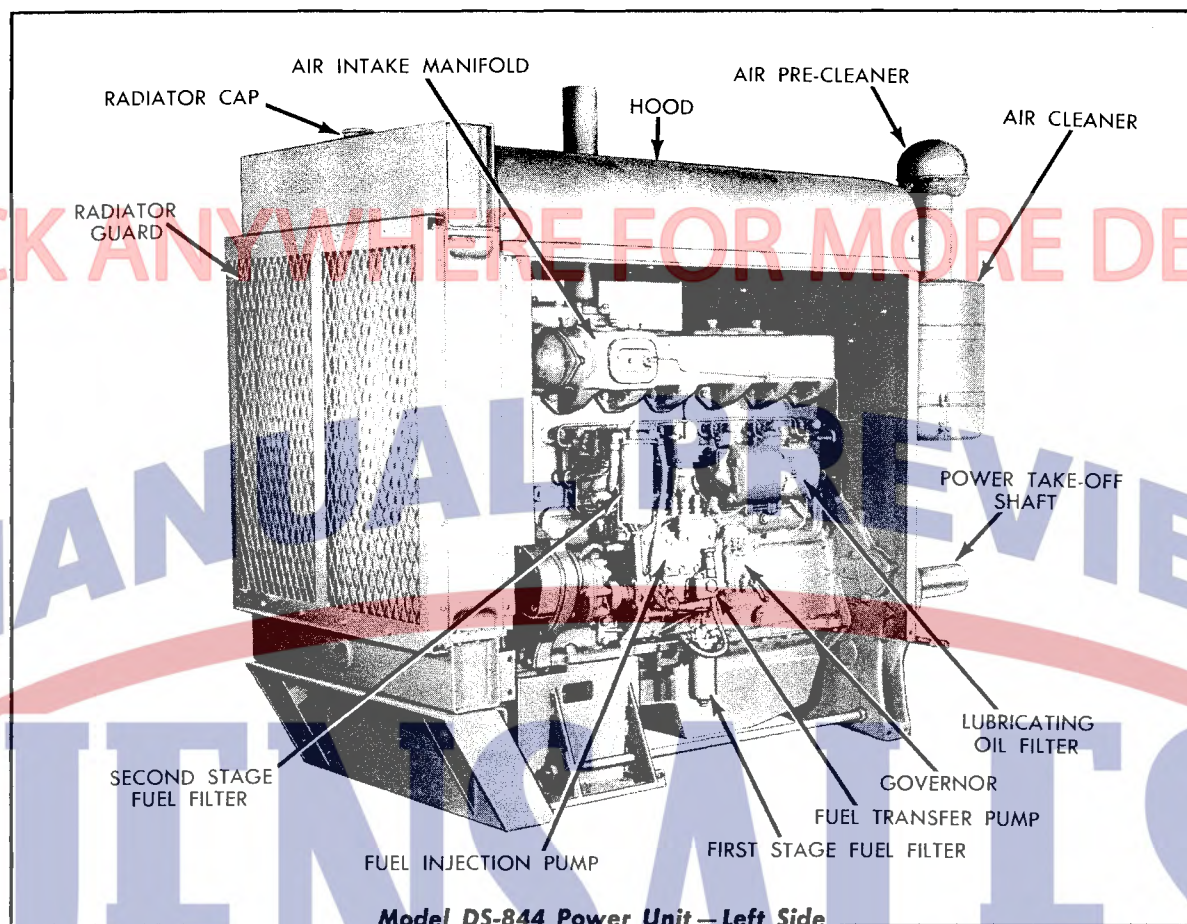


FIG. 4

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GENERAL SPECIFICATIONS

(Standard Power Unit)

General Dimensions and Weight:

	D-844	DS-844
Overall Length (Radiator to End of P.T.O. Shaft).....	91 $\frac{3}{8}$ in.	91 $\frac{3}{8}$ in.
Overall Width	41 $\frac{1}{8}$ in.	41 $\frac{1}{8}$ in.
Overall Height (to Top of Radiator Cap).....	64-15/16 in.	64-15/16 in.
Shipping Weight (Approximate)	4900 lbs.	5900 lbs.

Engine:

Make	"Allis-Chalmers" Diesel	"Allis-Chalmers" Diesel
Type	4 stroke cycle (Naturally Aspirated)	4 stroke cycle (Supercharged)
Number of Cylinders	6	6
Bore	5 $\frac{1}{4}$ in.	5 $\frac{1}{4}$ in.
Stroke	6 $\frac{1}{2}$ in.	6 $\frac{1}{2}$ in.
Crankshaft Rotation (When Viewed from Fan End).....	Clockwise	Clockwise
Piston Displacement	844 cu. in.	844 cu. in.
Fuel Used	No. 2 Diesel	No. 2 Diesel
Lubrication	Pressure	Pressure
Low Idle Speed	500 R.P.M.	500 R.P.M.
High Idle Speed	1470 R.P.M.	1470 R.P.M.
Governed at Full Load	1400 R.P.M.	1400 R.P.M.
Compression Ratio	14:1	12.8:1
Number of Main Bearings	7	7
Maximum Brake Horsepower (1400 R.P.M.)		
* Maximum Performance	163	197
* Intermittent Service	145	176
* Continuous Service	130	145
Piston Speed—Feet Per Minute (1400 R.P.M.).....	1516	1516 [®]
Fuel Consumption		
Approximate Average per B.H.P. Hour	.45 lbs.	.45 lbs.
* Maximum Torque	.632 lbs. ft. at 1200 R.P.M.	.740 lbs. ft. at 1400 R.P.M.
* Power and Torque shown corrected to Sea Level Pressure and a Standard Temperature of 60° F.		

Capacities (Approximate): (U. S. Standard Measure)

Cooling System	31 $\frac{3}{4}$ gal.	32 gal.
Lubricating Oil	24 qt.	24 qt.
Air Cleaner	4 qt.	5 qt.

Power Take-Off:

Make	"Twin Disc"	"Twin Disc"
Model	B-214-PO	B-118-PO
Clutch		
Type	Heavy Duty, Double Plate	Heavy Duty, Single Plate
Diameter of Driving Plate	14 in. +.000	18 in. +.000
Shaft Diameter (at Pulley Location).....	3 $\frac{1}{2}$ in.—.001	3-15/16 in.—.001
Shaft Length (Rear of Housing to End of Shaft).....	10 in.	10 in.
Size of Shaft Key (for Pulley).....	$\frac{7}{8}$ x $\frac{7}{8}$ x8 $\frac{3}{4}$ in.	1x1x8 $\frac{1}{2}$ in.

The Allis-Chalmers Manufacturing Company reserves the right to make changes in the above specifications or to add improvements at any time without notice or obligation.

ENGINE SERIAL NUMBER

The engine serial number is stamped on a name plate, attached to the rear left side of the cylinder block. On all parts orders and in all correspondence relative to the engine, it is important that the model number and serial number be given. This will properly identify the particular engine and will assure obtaining the correct replacement parts and information.



FIG. 5

FUEL STORAGE

The importance of proper storage of fuel cannot be too strongly stressed. Storage tanks, drums, or service tanks must be free from rust, scale, sediment, or any other foreign matter which will contaminate the fuel. Contaminated fuel will clog the filters and eventually damage the fuel injection pump and fuel nozzles.

A portable storage tank provides the best method for storing fuel on the job. In such a tank, the sediment and water can easily be drained and the fuel can be pumped into the power unit fuel tank with a minimum of handling. Consult your nearest "Allis-Chalmers" Dealer for details about this type of storage tank. Since condensation will occur in the storage tank, it is very important that a sediment sump be provided in the bottom of the tank where the water and settlings can be drained daily.

Fuel should be allowed to settle at least 48 hours in a storage container before it is put in the fuel

tank of the power unit. It is advisable to use a pump and draw the fuel from the tank or barrel rather than to drain it from the bottom of the container. Where conditions are such that drums must be used to supply fuel, it is advisable to have enough drums to allow sufficient time for the fuel to settle. The fuel thus left in a number of drums can be collected into one drum and used after the usual time allowed for settling. In this manner, the sediment and foreign matter will be disposed of and no fuel will be wasted. Whenever drums are used for storage, they should be covered or placed under shelter so that the fuel will not become contaminated by water, which will enter through the filler plugs when it rains, even though the plugs are tight.

The fuel tank of the power unit should be filled at the end of the day's run rather than in the morning. This will reduce the water content, as a full tank is less subject to condensation.



Fuel Storage Tank

FIG. 6