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MANUAL PREVIEW

Allis Chalmers Operator's Manual

HD10 Crawler

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Operator's Manual

AC-O-HD10

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GENERAL DESCRIPTION

The Model "HD-10" Tractor is a track type tractor powered with 94.2 horsepower, 4 cylinder, 2 cycle diesel engine. Power from the engine is transmitted through a single plate over-center type clutch to the top shaft of the transmission, then through the transmission to the bevel gear, and from the bevel gear to the steering clutches, thence through the steering clutches to the final drives and the track drive sprockets.

The transmission provides 6 forward speeds and 2 reverse speeds. At full governed engine speed (under load) of 1600 R.P.M., the speeds range from 1.57 M.P.H. in first gear, to 6.03 M.P.H. in sixth gear; the low reverse speed is 1.85 M.P.H. and the high reverse speed is 4.17 M.P.H.

The tractor is equipped with electrical starting and lighting equipment, muffler, full width crankcase guard, positive seal truck wheels and track idlers, guards for the truck wheels, track idlers and sprockets, an hour meter, adjustable radiator shutter, front pull hook, and front bumper.

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GENERAL SPECIFICATIONS (STANDARD TRACTOR)

General:

Weight:	
(62" tread)	21,000 lbs.
(74" tread)	21,600 lbs.
Overall Length	12 ft. 6 in.
Overall Width:	
(62" tread)	6 ft. 10-11/16 in.
(74" tread)	7 ft. 10-11/16 in.
Overall Height:	
(From face of Track Shoes, without stacks) ..	6 ft. 3 1/8 in.
Tread Width — Center-to-Center of Tracks:	
(Narrow tread)	62 in.
(Wide tread)	74 in.
Turning Radius:	
(62" tread)	8 ft. 2 in.
(74" tread)	8 ft. 8 in.
Length of Track on Ground:	
(Center of Sprocket to Center of Track Idler) ..	7 ft. 1 in.
Track Shoe Width:	
Standard Shoes (62" and 74" tread)	18 in.
Maximum Width Track Shoes:	
(62" tread)	20 in.
(74" tread)	30 in.
Maximum Width Track Shoes available:	
(62" tread)	18 in.
(74" tread)	24 in.
Ground Contact Area:	
Standard Shoes	3058 sq. in.
Ground Pressure — Standard Shoes:	
(62" tread)	6.87 lbs. sq. in.
(74" tread)	7.06 lbs. sq. in.
Ground Clearance:	
(From face of Track Shoes)	11 5/8 in.
Lateral Movement of Drawbar	32 in.
Drawbar Height:	
(From face of Track Shoes to Center Line of jaws)	14-5/32 in.

Speeds (at rated engine speed):

1st gear	1.57 M.P.H.
2nd gear	2.06 M.P.H.
3rd gear	2.68 M.P.H.
4th gear	3.54 M.P.H.
5th gear	4.62 M.P.H.
6th gear	6.03 M.P.H.
Low reverse	1.85 M.P.H.
High reverse	4.17 M.P.H.

Engine:

Make	General Motors
Type	2-Cycle Diesel
Number of cylinders	4
Bore and Stroke	4 1/4 x 5 in.
Piston Displacement	384 cu. in.
Full Governed Speed: (Under load)	1600 R.P.M.
Engine Speed:	
High Idle	1725 ± 15 R.P.M.
Low Idle	500 ± 15 R.P.M.
Maximum Torque	341 ft. lb.
Drawbar Horsepower:	
(at rated speed of 2.06 M.P.H.)	74.9
Belt Horsepower	89.5
Fuel Used	No. 1 or No. 2 Diesel
Fuel Injection System	Unit Injectors
Lubrication	Forced feed

Capacities (Approximate) —

U. S. Standard Measure:

Cooling System	9 1/4 gals.
Engine Crankcase	13 qts.
Transmission Case	7 gals.
Final Drives (each)	2 gals.
Fuel tank	44 gals.
Track Release Housing (each)	7 1/2 qts.
Air Cleaner	2 qts.
Truck Wheel (each) (grease)	1 1/4 lbs.
Support Roller (each) (grease)	1 1/4 lbs.
Track Idler (each) (grease)	2 1/4 lbs.

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.

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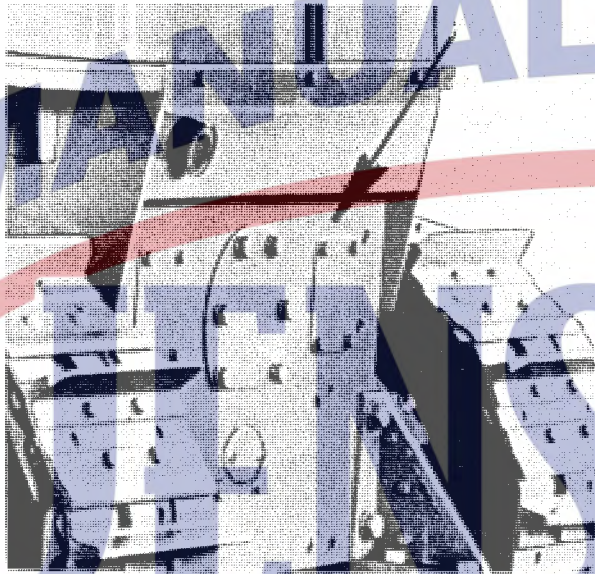
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TRACTOR AND ENGINE SERIAL NUMBERS

On all parts orders and in all correspondence relative to the tractor, it is necessary that both the tractor and the engine serial numbers be given. This will properly identify the particular machine and will insure obtaining the correct replacement parts for it.

The Tractor Serial Number is stamped in the rear



Tractor Serial Number

face at the upper right hand corner of the transmission case (Fig. No. 1). The Engine Serial Number is stamped on a plate located behind the governor housing on the blower side of the cylinder block or it may be stamped in the cylinder block in the same relative location (Fig. No. 2).



Engine Serial Number

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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 pump and injectors.

A portable storage tank provides the best method for storing fuel on the job. In a tank, the sediment and water can easily be drained and the fuel can be pumped into the tractor 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 tank, it is very important that a sediment sump be provided in the bottom of the storage tank where the water and settlings can be drained daily.

Fuel should be allowed to settle at least 48 hours in the storage container before it is put in the fuel tank of the tractor. It is advisable to use a pump and draw the fuel from the tank or barrel rather than from the bottom of the container by means of

a faucet or through the bung hole.

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 should be used only to within about three inches from the bottom of the drums. 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 tractor 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. The tractor fuel tank is provided with two sediment sumps equipped with drain cocks. Sediment will settle in these sumps and can be drained.



Fuel Oil Storage Tank

FIG. 3

ROUTINE SERVICE

For added convenience, listed below are the lubrication points, adjustments, service items and inspections to be made at each of the intervals (10-50-100-200-400-1000-Hours) shown on the Lubrication and Service Chart.

10-HOUR SERVICE

Lubricate.

All button head fittings (Stabilizer Crank Assembly)

- a. Stabilizer Link
- b. Stabilizer Link Shaft
- c. Stabilizer Crank Support

Engine Clutch Shifter Bearing

Steering Clutch Throwout Bearings

Bell Crank Pivot Pins

Inspect.

Crankcase Oil Level

Air Cleaners

Air Pre-Cleaners

Radiator

Fuel Tank Sediment Sumps

Fuel Tank

First Stage Fuel Filter

Second Stage Fuel Filter

Inspect Tractor for loose nuts and bolts

Steering Clutch Throwout Bearing Adjustment

Engine Clutch Adjustment

Steering Brake Adjustment

Track Adjustment

50-HOUR SERVICE

Inspect.

Oil Level of Final Drives

Oil Level of Transmission

Service.

Engine Crankcase — Change Oil

Clean Primary Lubricating Oil Filter if engine is so equipped.

Engine Oil Filter — Install new filter element

100-HOUR SERVICE

Lubricate.

Engine Clutch Cams

Brake Floating Bell Crank

Generator

Service.

Batteries — Check level of electrolyte

200-HOUR SERVICE

Service.

Final Drives — Drain, Flush and Refill

Lubricate.

Starting Motor

Fan Bearings

400-HOUR SERVICE

Service.

Transmission — Drain, Flush, and Refill

Track Release Housing — Drain, Flush, and Refill

1000-HOUR SERVICE

Lubricate.

Truck Wheels

Track Idlers

Support Rollers

Lubricate with Truck Wheel Grease