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MANUAL PREVIEW

Allis Chalmers

Operator's Manual

HD-7

Crawler

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Operator's Manual

AC-O-HD7

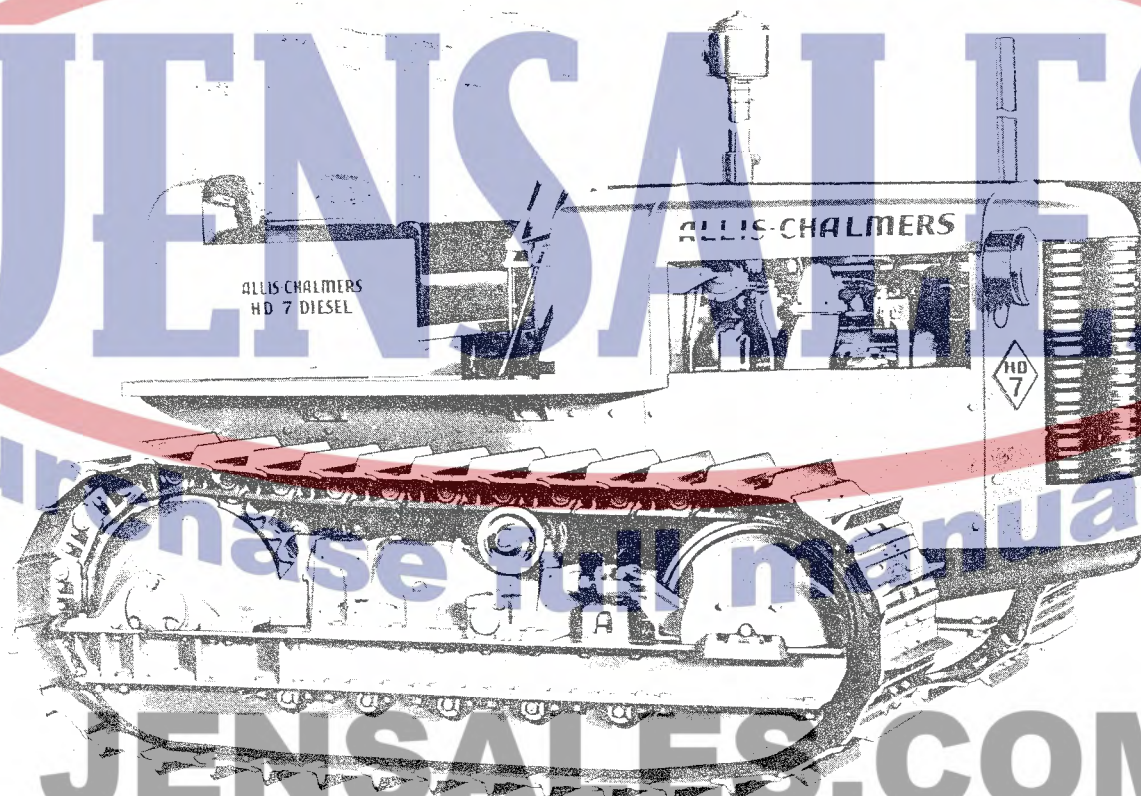
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OPERATORS MANUAL

FOR

MODEL

HD 7 TRACTOR



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ALLIS-CHALMERS MFG. CO.

TRACTOR DIVISION

MILWAUKEE, WISCONSIN, U. S. A.

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FORM T-203E

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GENERAL SPECIFICATIONS (STANDARD TRACTOR)

General:

Weight:	
(52" tread)	13,830 lbs.
(63" tread)	14,000 lbs.
Overall Length:	
(With Bumper)	10 ft. 7 1/4 in.
(Without Bumper)	10 ft. 4 3/4 in.
Overall Width:	
(52" tread)	5 ft. 10 in.
(63" tread)	6 ft. 9 in.
Overall Height:	
(From face of Track Shoes, without stacks)	5 ft. 6-9/16 in.
Tread Width — Center-to-Center of Tracks:	
(Narrow tread)	52 in.
(Wide tread)	63 in.
Turning Radius:	
(52" tread)	7 ft.
(63" tread)	7 ft. 4 in.
Length of Track on Ground:	
(Center of Sprocket to Center of Track Idler)	5 ft. 7 in.
Track Shoe Width:	
Standard Shoes (52" and 63" tread)	16 in.
Maximum Width Track Shoes:	
(52" tread)	16 in.
(63" tread)	28 in.
Maximum Width Track Shoes available:	
(52" tread)	16 in.
(63" tread)	24 in.
Ground Contact Area:	
Standard Shoes	2144 sq. in.
Ground Pressure — Standard Shoes:	
(52" tread)	6.45 lbs. sq. in.
(63" tread)	6.53 lbs. sq. in.
Ground Clearance:	
(From face of Track Shoes)	9-13/16 in.
Lateral Movement of Drawbar	19 1/2 in.
Drawbar Height:	
(From face of Track Shoes to Center Line of jaws)	11 1/8 in.

Maximum Speeds:

1st gear	1.59 M.P.H.
2nd gear	2.19 M.P.H.
3rd gear	2.97 M.P.H.
4th gear	5.00 M.P.H.
Reverse	1.89 M.P.H.

Engine:

Make	General Motors
Type	2-Cycle Diesel
Number of Cylinders	3
Bore and Stroke	4 1/4 x 5 in.
Piston Displacement	213 cu. in.
Full Governed Speed:	
(Under load)	1500 R.P.M.
Engine Speed:	
High Idle	1625 ± 15 R.P.M.
Low Idle	500 ± 15 R.P.M.
Maximum Torque	254 ft. lb.
Drawbar Horsepower:	
(at rated speed of 2.19 M.P.H.)	54.87
Belt Horsepower	64.8
Fuel Used	No. 1 or No. 2 Diesel
Fuel Injection System	Unit Injectors
Lubrication	Forced feed

Capacities (Approximate)—

U. S. Standard Measure:

Cooling System	5 3/4 gals.
Engine Crankcase	2 3/4 gals.
Transmission Case	6 1/2 gals.
Final Drives (each)	1 3/4 gals.
Fuel tank	31 gals.
Track Release Housing (each)	1 gal.
Air Cleaner	2 1/2 qts.
Truck Wheel (each) (grease)	7/8 lb.
Support Roller (each) (grease)	1 lb.
Track Idler (each) (grease)	1 1/4 lbs.

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Cold Weather Engine Primer Pump.

The primer pump, mounted in the right side of the cowl, is used to force the starting fluid through a small nozzle into the air inlet elbow of the blower. Refer to "Starting Engine" for full instructions on the use of the Cold Weather Engine Primer.

10. Dash Light and Air Heater Switch. The dash light and engine air heater switch complete the circuit between the battery and the air heater push button switch. Turn the switch lever to the left for the ON position and to the right for the OFF position.

11. Radiator Shutter Control Lever. The radiator shutters aid in maintaining proper engine temperature (160° F. to 185° F.) and are adjusted by means of the lever under the left hand side of the cowl. The shutters are fully open when the control lever is moved forward as far as it will go. To close the shutters, pull the lever back.

12. Head Light Switch. To turn headlights on move head light switch lever to the right.

13. Engine Oil Pressure Gauge. This gauge indicates the pressure at which the oil is circulated through the engine. At full throttle the pressure should be between 25 and 35 pounds at normal

engine operating temperature. CAUTION: If no pressure registers on the gauge, the engine must be stopped immediately and the cause determined.

14. Fuel Oil Pressure Gauge. This gauge indicates the pressure at which the fuel oil is circulated through the fuel system. Under normal conditions, with the engine operating at full governed speed, the pressure should be from 25 to 65 pounds. CAUTION: Do not operate the engine when the pressure is above or below this range. Investigate for clogged filters, clogged or leaking fuel lines or connections, or improper operation of fuel pump pressure relief valve. Refer to "Fuel System."

15. Engine Temperature Gauge. This gauge registers the engine temperature, which should be maintained between 160° F. and 185° F. at all times. Use radiator shutters to maintain the proper temperature.

16. Ammeter. The ammeter registers the charging rate of the generator. When the batteries are in a discharged condition, the ammeter should register 4 to 8 amperes until the batteries approach the charged condition. When the batteries are fully charged the ammeter will register nearly zero through the action of the generator regulator

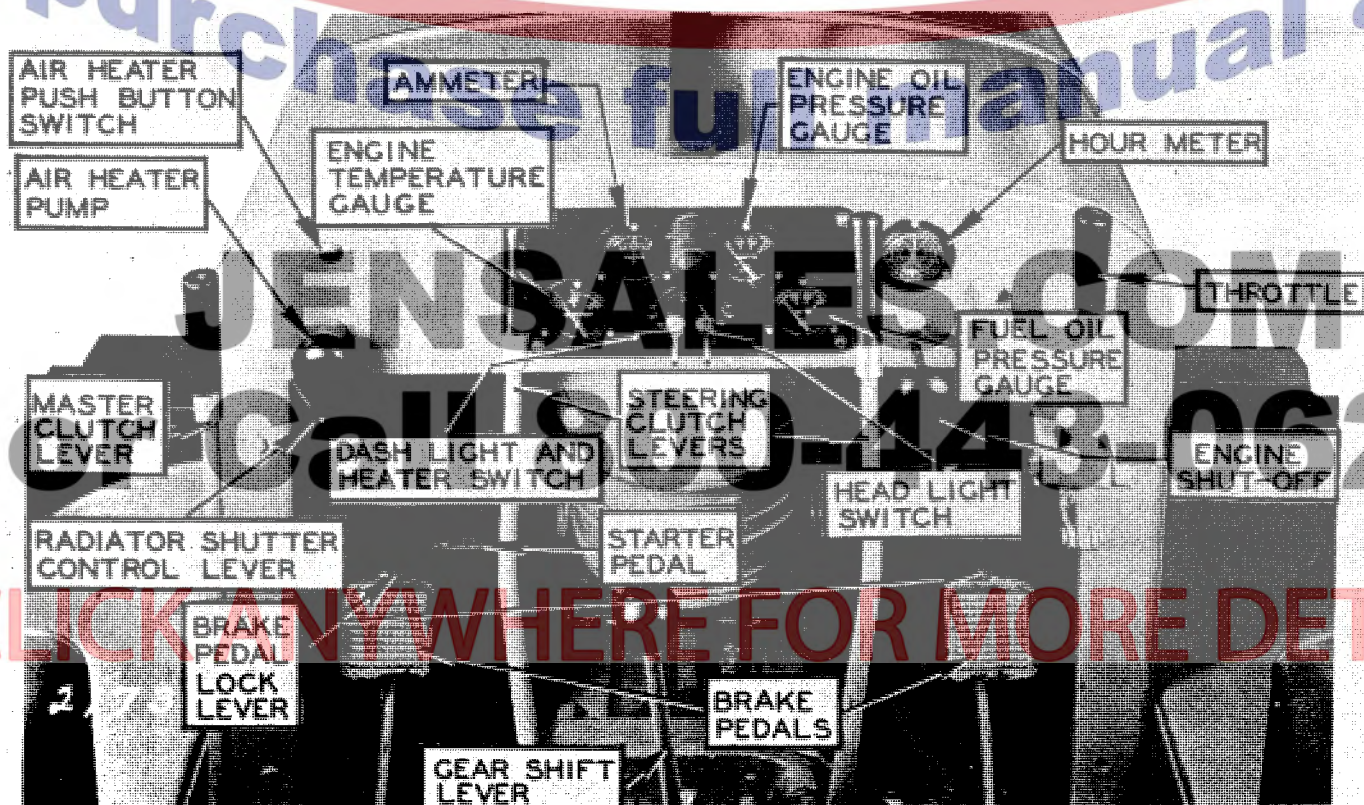


FIG. 6

AIR PRE-CLEANER AND AIR CLEANER

A. Description and Purpose.

The life of the engine depends largely upon the efficiency of the air pre-cleaner and air cleaner. Fast wear on cylinder liners, pistons and rings will result if these cleaners are not kept in good condition and properly serviced.

The air enters through the pre-cleaner mounted on the top of the air cleaner extension pipe. The pre-cleaner is designed to impart a rotary motion to the air. This causes the heavy particles of dirt to be thrown to the outside of the bowl and deposited therein. Approximately 85% of the dirt in the air is thus removed.

After passing through the pre-cleaner the air enters the air cleaner through the pipe that extends down through the center of the air cleaner body. An oil cup filled to a specified level with engine oil is suspended on the lower end of the air cleaner body. As the air is drawn through the cleaner, a portion of this oil is whipped up into screen mats in the main body of the cleaner. Dust still remaining in the air collects on these oily mats as the air passes through them. The oil, dripping back into the cup, carries this dust with it and deposits it in the cup. Thus, only clean air enters the blower for delivery to the cylinders.

A defective hose, loose hose clamp, damaged blower gasket or leak of any kind that allows air to enter the cylinders without first passing through the cleaners will defeat their purpose. Therefore, extreme care should be taken to prevent leaks.

B. Air Pre-Cleaner Service.

Empty the pre-cleaner whenever the dirt level rises halfway up on inspection glass. Remove and clean

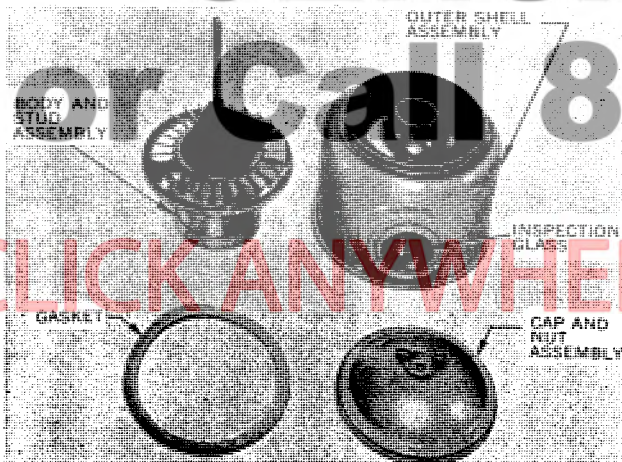


FIG. 19

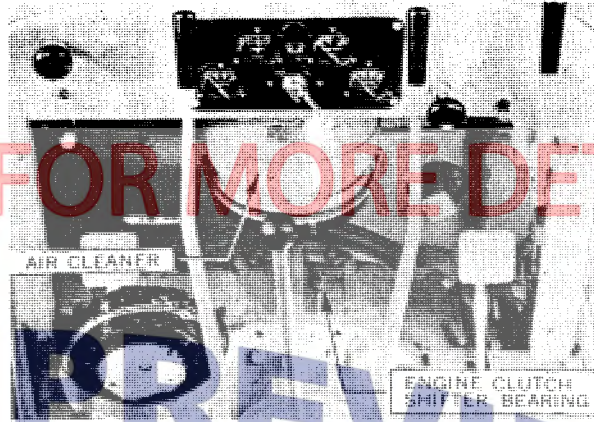


FIG. 20

as follows:

1. Unscrew wing nut, lift off cap and remove shell.
2. Shake dirt out of shell and wipe inside of shell with a dry cloth. Make sure fins of pre-cleaner are not bent, damaged or clogged.
3. Wipe dust off cap gasket and cap. Then re-assemble. Replace gasket if not in good condition. Tighten wing nut with fingers. Do not use a wrench.

C. Air Cleaner Service.

The filtering oil in the cup must be inspected daily or more often when operating under extremely dusty conditions. Keep filled with clean oil to level of top of cone in center of baffle plate. Empty and wash the cup whenever the oil becomes discolored, then refill with clean oil.

Use same viscosity of oil as is used in the engine at prevailing temperatures. NOTE: SOME DIESEL LUBRICATING OILS MAY FOAM WHEN USED IN THE AIR CLEANER. DO NOT USE AN OIL THAT FOAMS AS IT REDUCES AIR CLEANER EFFICIENCY AND IN SOME CASES ALLOWS THE OIL TO BE PULLED OVER INTO THE ENGINE, CAUSING SERIOUS DAMAGE.

Service the air cleaner as follows:

1. Remove the oil cup from bottom of cleaner body. Remove baffle ring and baffle, then empty oil from cup.
2. Wash baffle and cup with clean fuel oil or solvent. Swab out the air inlet pipe in center of cleaner body.
3. Install baffle and baffle ring in cup and fill to top of cone in center of baffle with clean oil. Replace cup on bottom of cleaner body.