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MANUAL PREVIEW

Allis Chalmers

Operator's Manual

TL-14A

S/n 101 & up

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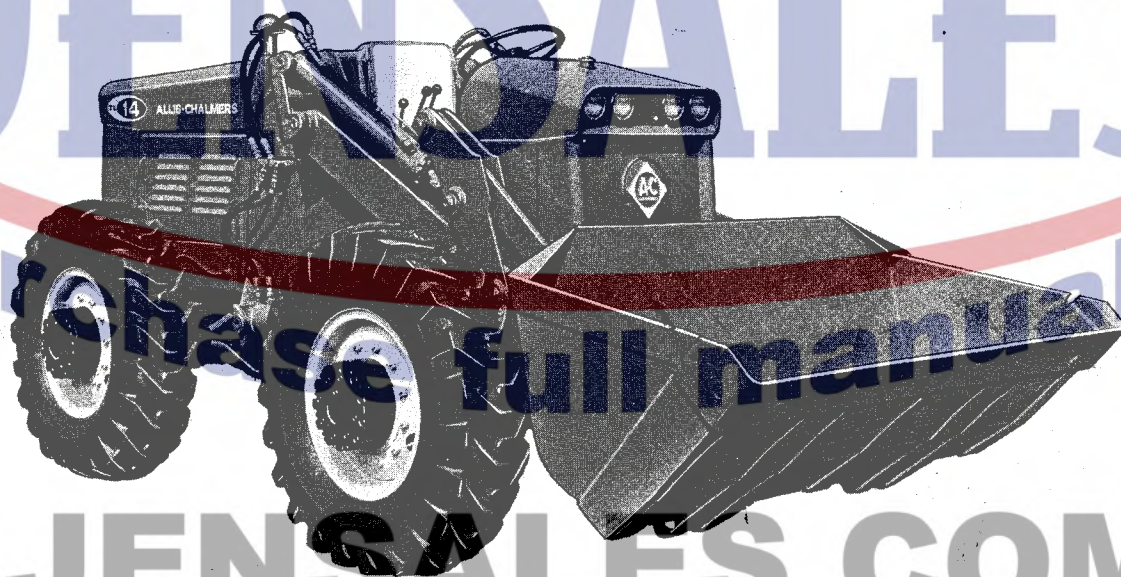
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Operator's Manual

AC-O-TL14A

**OPERATING INSTRUCTIONS
AND
FIELD MAINTENANCE
MODEL TL-14A (GASOLINE)
TRACTOR LOADER
(Serial No. 101 and Up)**



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GENERAL DESCRIPTION

The Model TL-14A Gasoline Tractor Loader (effective with Serial No. 101) is a 14,660 pound (with standard bucket), four wheel drive, loader unit powered with a 6 cylinder "Gasoline" engine.

Power from the engine is transmitted directly to the single-stage type torque converter. Torque, which is increased a maximum of 3.5 to 1 in the converter, is then transmitted to the power-shift transmission. The engine supplies power to the hydraulic system pump whenever the engine is running. Forward and reverse direction in any speed range is transmitted from the transmission through the universal drive shafts, to both the front and the rear differentials and axles.

The transmission provides 3 forward speeds, and 3 reverse speeds, ranging from 4.0 M.P.H. in low gear to 26.0 M.P.H. in high gear, at the rated engine speed of 2200 R.P.M. (governed full load).

Operation of the loader is accomplished hydraulically by the transmission mounted pump, a control valve with two control levers, two lift cylinders, two dump cylinders, and the necessary hydraulic lines.

There are no exposed hoses or fittings located in or around the operator's compartment. The hydraulic tank, located behind the operator's seat, provides a mount for the control valve and incorporates the necessary tubing and safety valves. Short, external pressure hoses on each side of the operator's compartment carries oil to and from the lift and dump cylinders.

The loader design provides top visibility, strength, and servicing accessibility. The loader main frames are mounted to the axles with heat-treated pins. The rear stabilizer shroud and heavy steel seat frame are welded together with the side braces to provide a rigid box construction. This provides a mount for the boom, the hydraulic cylinders, and other loader linkage. The boom assembly, made of heavy steel plates, gives added assurance of long life at heavy-duty work.

Levers, pedals, gauges, etc., are well situated in the operator's compartment so that full control of the tractor loader can be maintained easily at all times.

Standard equipment includes: lift and dump cylinders with chrome plated piston rods; cast cowl and steel plates around the operator; heavy duty bumper; drawbar; torque converter and power-shift transmission; power-booster hydraulic brakes and mechanical parking brake; power-booster steering; electric starter; lights and horn; oil bath air cleaner; oil filter; muffler, and hour meter.

Optional equipment includes: a heater, operator's cab, special tire equipment, and long booms.

Special equipment includes: Lift Fork, Cranehook, Dozer Blade, Back Hoe, and Bucket Teeth.



Model TL-14A Gasoline Tractor Loader
(Effective with S/N 101)

GENERAL SPECIFICATIONS

General Dimensions and Weight

Weight, Shipping (approximate)	14,660 Lbs.
Front Wheels	7,300 Lbs.
Rear Wheels	7,360 Lbs.
Overall Width (Wheel Hubs)	85½"
Overall Height with Bucket Down (or to Top of Frame)	6' 3½"
Overall Length with Cutting Edge Level on Ground	16' 3½"
Ground Clearance	15"
Drawbar Height	23"

General Purpose Bucket (Standard)

Capacity (cu. yds.)	Published 1½
Published Capacity: "SAE Rating (Nominal Heaped)" average volume of common earth handled per bucket load.	
Maximum Bucket Tip Back	54°
Maximum Dumping Angle (Controllable in all Bucket Positions)	
At Maximum Raise	52¼°
At Ground Level	63°
Carry Capacity	5,300 Lbs.
Maximum Capacity	12,500 Lbs.
Breakout Force	18,800 Lbs.
Lifting Time	6.5 Sec.
Lowering Time	5.0 Sec.

Hydraulic System

Transmission Mounted Pump G.P.M. at 2200 R.P.M.	49
Capacity, Hydraulic System — Gallons (approximate)	29
Lift Cylinders	"Diameter Double Acting" 5" (For Down Pressure)
Dump Cylinders	"Diameter Double Acting" 4½" (For Controlled Dump and Quick Return)
Oil Reservoir	Tank Behind Operator's Seat
Type of Filters	Micronic and Full Flow
Control Valve	Four Positions — Raise, Hold, Lower, and Float

Tire and Tread

Tread, Front and Rear Wheels	5' 6½"
Tires (Tubeless) Front and Rear	13:00 x 24 — 8 Ply
Tire Pressure	45 P.S.I.

Engine

Make	"Allis-Chalmers" Gasoline
Model	G-262
Type	(Naturally Aspirated) 4 Stroke Cycle
Number of Cylinders	6
Bore	3¾"
Stroke	4¾"
Crankshaft Rotation (When Viewed from Fan End)	Clockwise
Number of Main Bearings	7
Piston Displacement	262 cu. in.
Firing Order	1 - 5 - 3 - 6 - 2 - 4
Lubrication	Pressure
Fuel Used	Gasoline
Fuel Supplied by ...	Electric Fuel Pump and Carburetor
Low Idle Speed	600 R.P.M.
High Idle Speed	2375 - 2475 R.P.M.
Rated R.P.M. (Governed at Full Load)	2200 R.P.M.
Air Cleaner	Oil Bath
Oil Filter	Full Flow
Electrical System	12-Volt
Ignition	Distributor

Turning Radius

Tip of Bucket (at 14" Carry Position to Hinge Pin)	21' 10½"
Outer Steering Wheel (Measured at Hub) ...	21' 9½"

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

Cooling System	21 Qts.
Crankcase	7 Qts.
Air Cleaner	1 Qt.
Transmission and Converter	9 Gals.
Differential (each)	2¾ Gals.
Planetary Hubs (each)	2 Qts.
Steering Gear	1½ Lbs.
Fuel Tank	33 Gals.
Hydraulic Brake System	2 Pts.

Speeds (M.P.H. at Rated Engine Speed)

1st Gear	0 - 4.0
2nd Gear	0 - 10.5
3rd Gear	0 - 26.0
1st Reverse	0 - 4.0
2nd Reverse	0 - 10.5
3rd Reverse	0 - 26.0

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.

TRANSMISSION, ENGINE AND LOADER SERIAL NUMBERS

On all parts orders and in all correspondence relative to the loader, it is necessary that the loader model and serial number be given. All major components of the loader (such as engine, transmission, hydraulic pump, hydraulic control valve, power steering pump and front and rear axles) have serial numbers which should also be given to properly identify the unit and component. These will assure obtaining the correct replacement parts.

The loader serial number is located on the name plate attached to the left rear face of the seat frame in the operator's compartment, as shown in Fig. 2.

The engine serial number located on a nameplate attached to the flywheel housing in the engine block as shown in Fig. 3.

The transmission serial number is located on a nameplate attached to the left side of the housing as shown in Fig. 4.

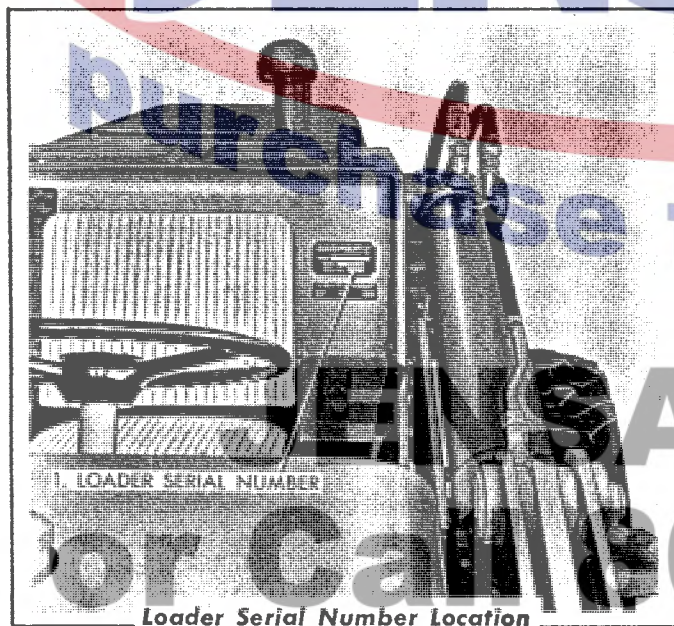


FIG. 2

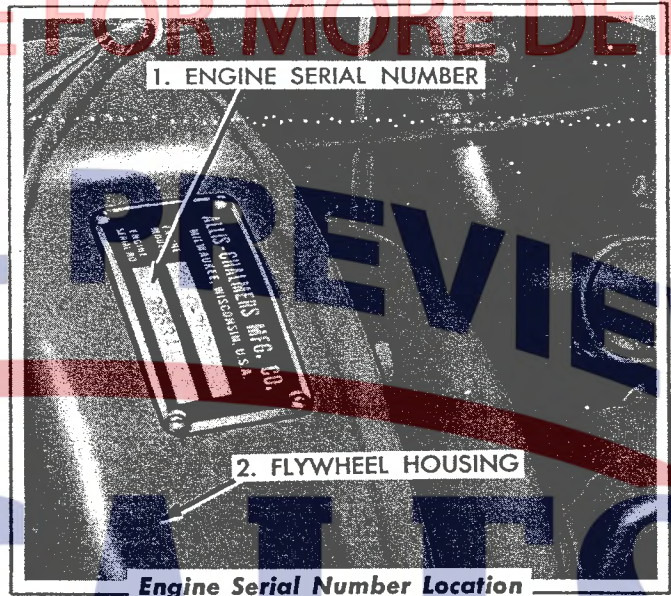


FIG. 3

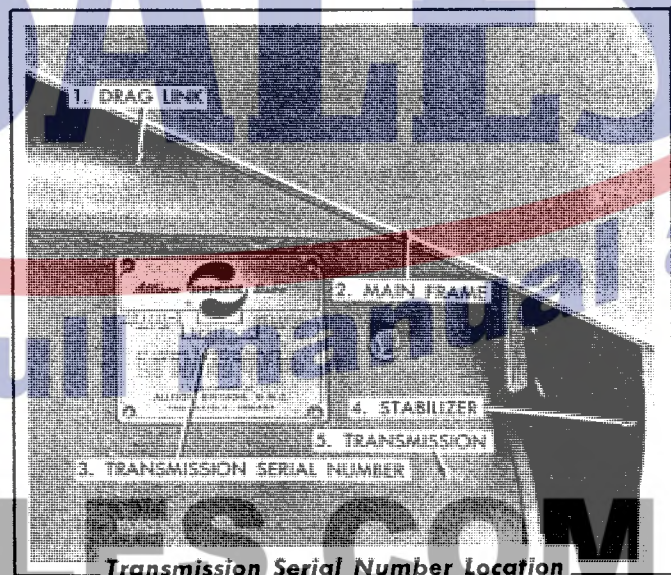


FIG. 4

products qualified under the above viscosity specifications and recommended by reputable oil companies.

F. Pressure Gun Lubricant (Symbol PGL)

Use a ball and roller bearing lubricant with a mini-

mum melting point of 300° F. This lubricant should have a viscosity range so as to assure easy handling in the lubricating gun at the prevailing atmospheric temperature, and **MUST** be waterproof.

SPECIFICATIONS OF FUEL

The engine in the Tractor Loader is designed to burn ordinary gasoline. For best economy and performance, use a gasoline with a rating of 70

octane or higher. In addition to the use of quality fuels and lubricants, always use clean containers for storing and handling.

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 damage the electric fuel pump, and clog the engine fuel filter and carburetor.

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 tractor loader 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, so that water and sediment can be drained daily. Fuel should be allowed to settle at least 48 hours in a storage container before it is added to the fuel tank of the tractor loader. It is advisable

to use a pump and draw the fuel from the storage tank, or barrel, rather than to drain it from the bottom of the fuel 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 fuel 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 loader should be filled at the end of the day's run rather than at the start; this will reduce the water content, as a full tank is less subject to condensation.

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