



# Allis Chalmers

## Operator's Manual

### 8050 & 8070

Operator's Manual

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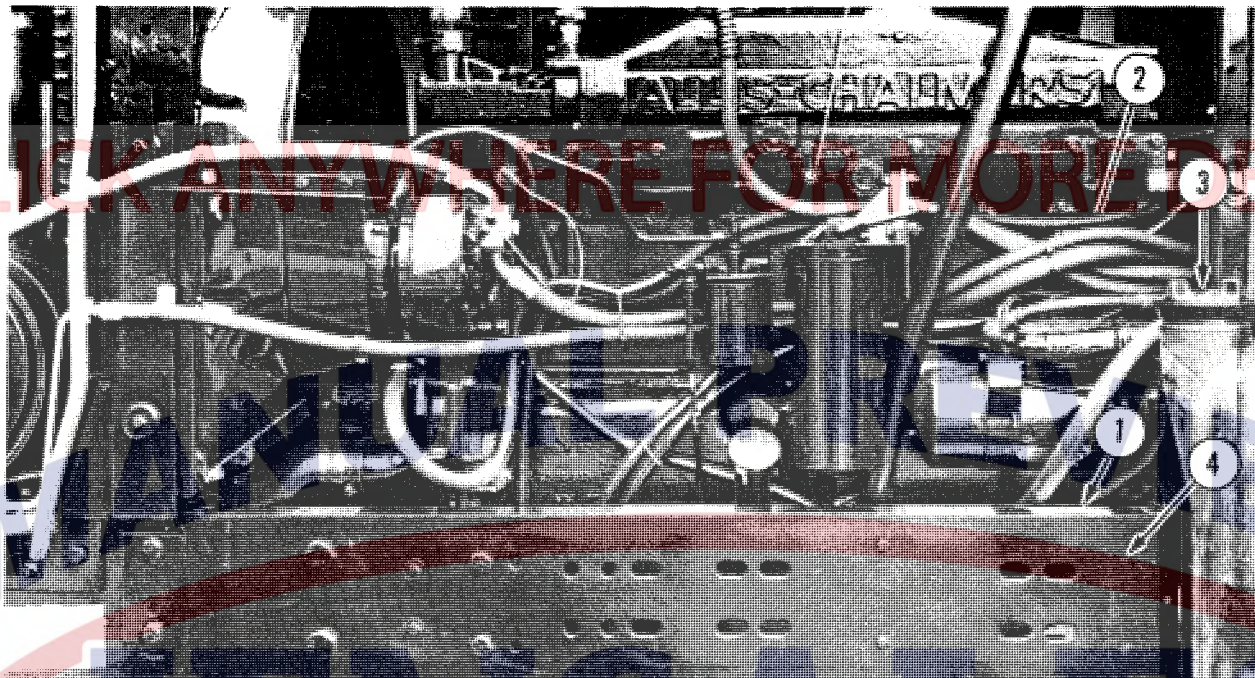
ALLIS-CHALMERS

# OPERATOR'S MANUAL

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T-70318

#### L.H. Side

- |                                                                                                                |                                                                                                                |
|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"> <li>1. (PIN) Number</li> <li>2. Engine Model &amp; Serial Number</li> </ol> | <ol style="list-style-type: none"> <li>3. Fuel Tank Fill Tube &amp; Cap</li> <li>4. L.H. Side Frame</li> </ol> |
|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|

#### GENERAL INFORMATION

**READ THIS MANUAL CAREFULLY EVEN IF YOU HAVE OWNED SIMILAR TRACTORS. THIS MANUAL SHOULD BE KEPT AS A HANDY REFERENCE FOR MAINTENANCE AND LUBRICATION.**

**Allis-Chalmers** tractors are built rugged to give a long, trouble-free life in many different work applications. These tractors are tough, however, it should be remembered that neglected maintenance and abuse will shorten the service life of the tractor and incur more repair expense.

**Allis-Chalmers** warranty does not cover parts failure caused by abuse or failure of the owner to properly maintain his tractor.

#### RIGHT AND LEFT

When reference is made concerning the right and left of the tractor this is determined when sitting in the Operator's seat and facing the front of the tractor.

#### TRACTOR MODEL & SERIAL NUMBER LOCATION

The model and serial number (1) of the tractor appears as the Product Identification Number (PIN). The PIN number is located on top surface of L.H. side frame. The tractor model and serial number are linked together. Example: 8050 - 1001SF or 8070 - 1001SF. The "S-F" at end of number may or may not appear, depending on how tractor is equipped.

#### Engine Model and Serial Number

The engine Model and Serial Number is stamped on a name plate located on upper L.H. side of cylinder block. Example: Engine Model - 670 I Engine Serial Number - 70—01001.

#### HOW TO PURCHASE PARTS.

When purchasing parts for your tractor, supply the above information:

State the common name of the part you wish to purchase, or give a description of the part and its location on the tractor.

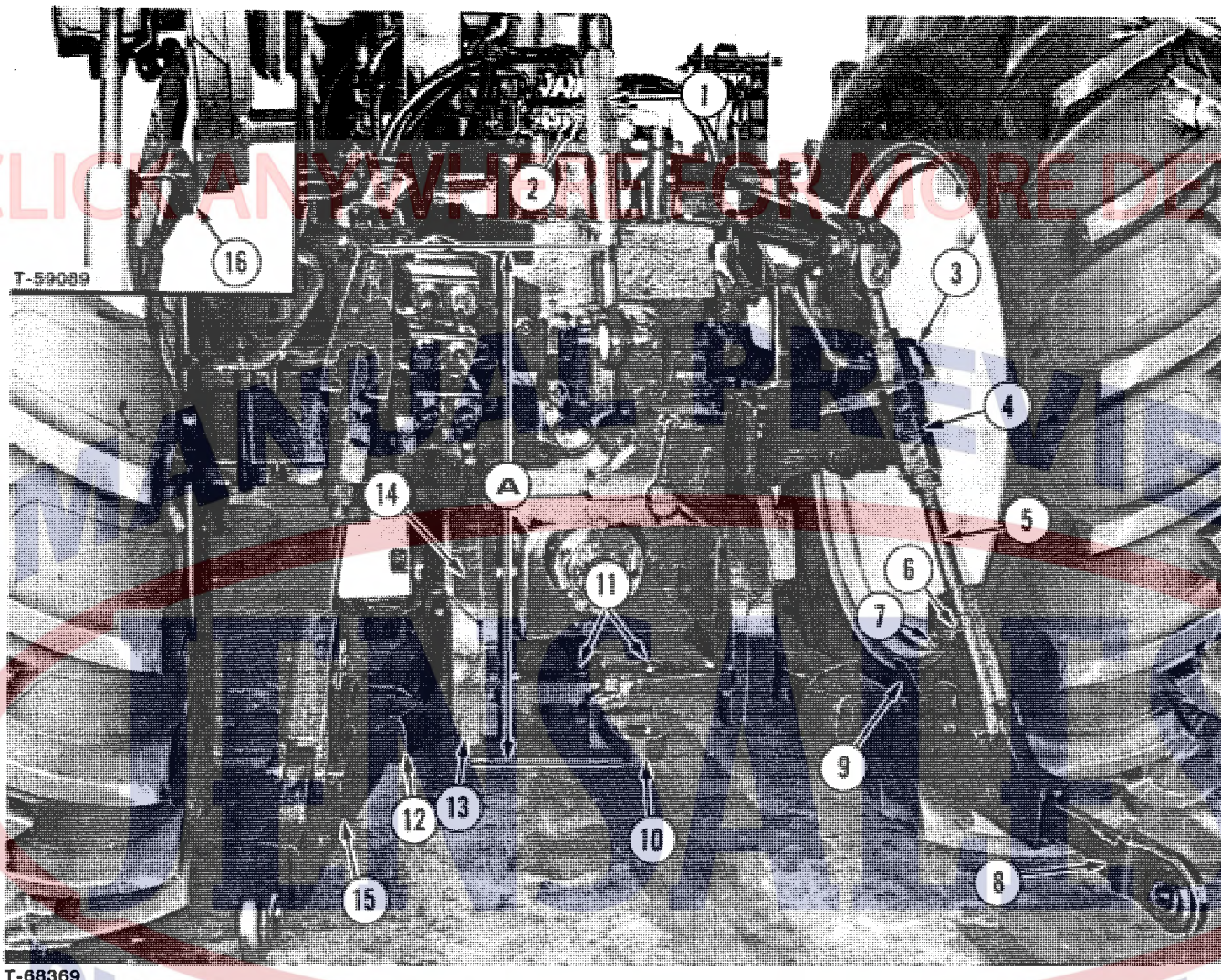


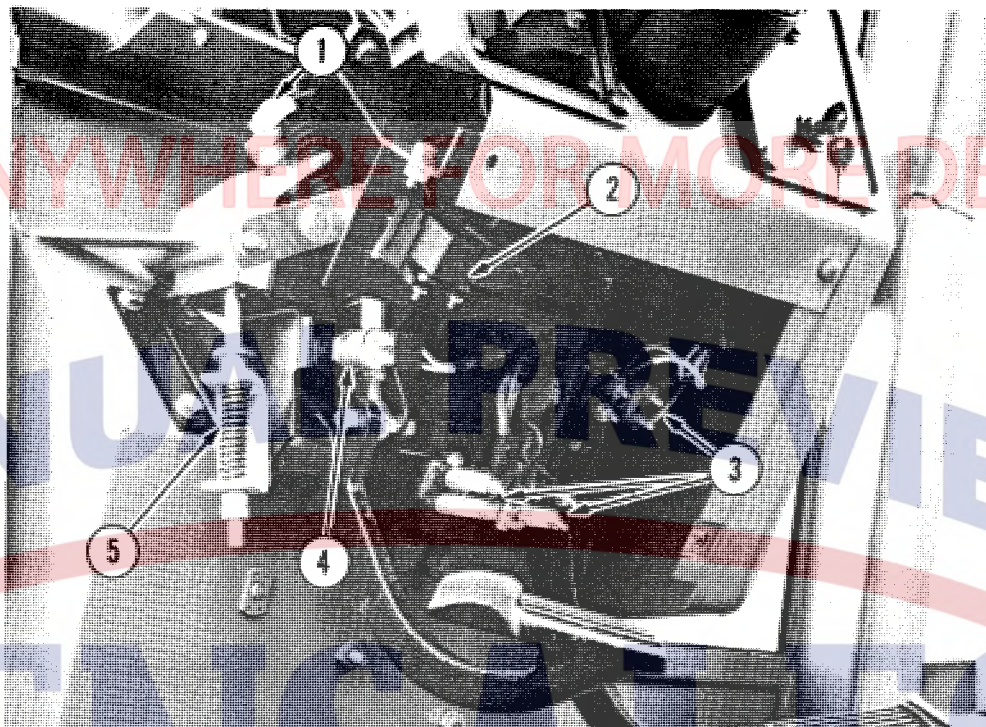
FIGURE 28 - Rear View

- |                            |                            |                            |
|----------------------------|----------------------------|----------------------------|
| 1. Upper Link              | 8. Draft Arm Extension     | 14. Upper Sway Block       |
| 2. Lock Pin                | 9. Latch                   | 15. Draft Arm              |
| 3. Lift Link Lock & Wrench | 10. Drawbar                | A. 35" to 37"              |
| 4. Turnbuckle              | 11. Pins                   | (889 to 940 mm)            |
| 5. Lift Link               | 12. Tapered wear Block Set | 16. Tapered Wear Block set |
| 6. Lock Pin                | For Category II Hitch      | For Category III Hitch     |
| 7. Pin Storage Hole        | 13. Lower Sway Block       |                            |

The drawbar (10) (Figure 28) may be made rigid by inserting pins (11) (Figure 28) in drawbar bail, or allowed to swing as desired. A drawbar clevis group is available as optional equipment through your Allis-Chalmers dealer to obtain additional heights of the drawbar hitch. The draft arms (15) may be raised to prevent interference while using the drawbar (Figure 28).



**CAUTION:** When towing heavy equipment at transport speeds PIN the drawbar in its center position.



T-69239

**FIGURE 51 - View with Panel Removed**

- |                               |                                                            |                        |
|-------------------------------|------------------------------------------------------------|------------------------|
| 1. Kick Down Switch P.D. Only | 3. Circuit Breaker (See Wiring Diagram for Identification) | 4. Safety Start Switch |
| 2. Relay                      |                                                            | 5. Brake Feel Spring   |

**CLUTCH PEDAL SAFETY START SWITCH (Figure 51)**

The clutch pedal safety start switch is a safety device to prevent the operator from starting engine without fully depressing clutch pedal.

To adjust the safety start switch, remove panel below instrument panel and adjust the switch actuator in safety switch bracket so that switch actuator depresses switch button between .050" - .180" (1.3 - 4.6 mm) when clutch pedal is fully depressed. **IMPORTANT:** DO NOT permit switch button to bottom out in switch.

After adjusting safety start switch, check to make certain that tractor engine will not start without clutch pedal being fully depressed. Reinstall Panel.



**CAUTION:** DO NOT BY PASS the safety start switch. If it malfunctions, check with your Allis-Chalmers dealer and have it repaired

**IMPORTANT:** DO NOT use circuit breakers with ratings different than those shown on wiring diagram Page 96.

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T-70320

FIGURE 56 - Rear Isolator

- |                                    |                                      |                             |
|------------------------------------|--------------------------------------|-----------------------------|
| 1. Rear Nut (U-Bolt)               | 3. Capscrews<br>(2 Each Rear Corner) | 4. U-Bolt                   |
| 2. Front Nut (U-Bolt)<br>Not Shown |                                      | 5. Capscrew (1 Each Corner) |

**ROPS CAB (Figure 56)**

**CAUTION:** The Allis-Chalmers cab has been designed and manufactured to meet the ROPS requirements of OSHA standard part 1928, subpart C for a 23,400 lbs. (10614 kg) gross weighted tractor with a cab or 22,400 lbs. (10160 kg) tractor with a protective frame. Modification of this structure or changes in the mounting or mounting hardware will affect compliance with these requirements.

In the event that the cab becomes damaged, the damaged parts or assemblies should be replaced rather than repaired to assure continued roll over protection. Do not substitute capscrews of lesser size or grade in case the original ones become lost or damaged. Use only capscrews of the size and grade specified and tightened to the torque values given in the text. See your Allis-Chalmers dealer for available parts and assemblies.



**CAUTION:** These "U" bolts are made from special material, and should not be substituted by any other type of "U" bolt. Use only "U" bolts provided by Allis-Chalmers for this purpose.

**NOTE:** Torque the 5/8 - 11 x 3.75" Grade 5 capscrews (2) (Figure 56) to 70 ft.-lbs. (95 N · m). Use sealant 935186.

Torque nuts on U-bolts (4) to 75 ft.-lbs. (102 N · m). Use Sealant 935186. Torque nuts on capscrews (4) to 160 ft.-lbs. (217 N · m). Use Sealant 935186.



**CAUTION:** ALWAYS use the seat belt with the ROPS cab. Replace the belt promptly if it should become frayed or damaged.

## METRIC COMPONENT INFORMATION

In line with the Worldwide trend to Metrication, Allis-Chalmers is participating in this new Technology, which will improve your capabilities through additional standardization.

The following Charts provide helpful information for Identifying Torque Ratings.



**CAUTION:** This machine may contain some parts dimensioned in the Metric System as well as in the U.S. Inch System. Some fasteners are metric and are very close in dimensions to familiar fasteners in the U.S. Inch System. It is important to note that, during any repair or maintenance procedures, replacement fasteners must have the same measurements and strength as those removed, whether metric or U.S. Inch System. (Numbers on the heads of metric bolts and on surfaces of metric nuts indicate their strength. U.S. Inch System bolts use radial lines for this purpose, while most U.S. Inch System nuts do not have strength markings.) Mismatched or incorrect fasteners can result in damage or malfunction, or possibly personal injury. Therefore, fasteners removed from the machine should be saved for reuse in the same locations. Where the fasteners are not satisfactory for reuse, care should be taken to select a replacement that matches the original.



T-67598

FIGURE 1

### 1. U.S. Inch

### 2. Metric

#### CAPSCREW IDENTIFICATION

#### Customary Screws

#### Metric Screws

| SAE Grade | Head Marking   | Property Class | Head Marking |
|-----------|----------------|----------------|--------------|
| 1         | None           | 4.6            | 4.6          |
| 2         | None           | 5.8            | 5.8          |
| 5         | 3 Radial Lines | 8.8            | 8.8          |
| 8         | 6 Radial Lines | 10.9           | 10.9         |

See Figure 1

The above markings are the most common although others may be encountered.

Customary screw threads are designated by diameter in inches and the pitch in threads per inch.

#### Examples:

1/2-13 means 1/2 inch diameter, 13 threads per inch (coarse thread).

1/2-20 means 1/2 inch diameter, 20 threads per inch (fine thread).

Metric screw threads are designated by diameter in millimetres and thread pitch in millimetres between threads.

#### Examples:

12 x 1.75 means 12 mm diameter, 1.75 mm between thread (coarse thread).

12 x 1.50 means 12 mm diameter, 1.50 mm between threads (fine thread).

**NOTE:** There is usually only 1 coarse and 1 fine thread for each customary diameter, however in metric screws you may have 1 coarse thread and perhaps 3 or more fine threads for a diameter.

Gauges are available for metric threads and are used in the same manner as those for customary threads.