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Operator's Manual

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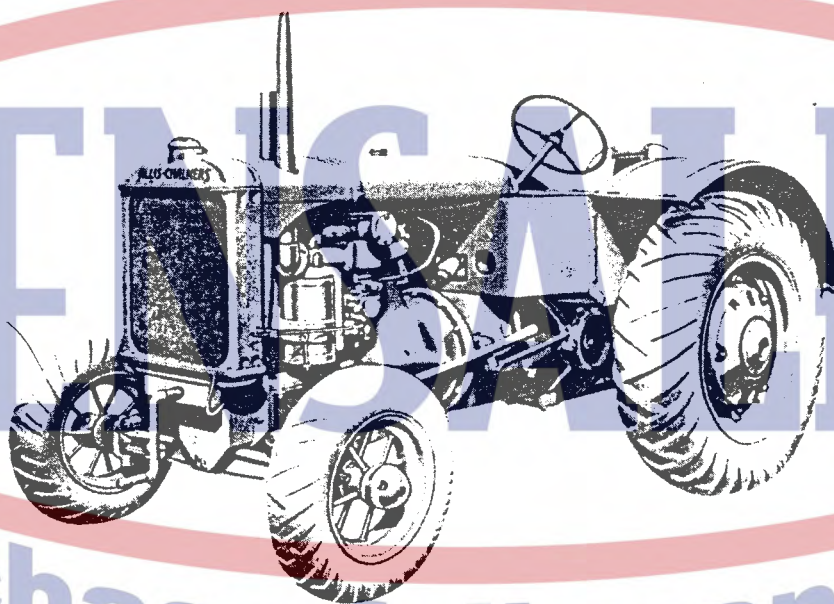
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AC-O-U

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Instructions for Care and Operation of
ALLIS-CHALMERS
MODEL U
Tractors



1931



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OPERATION

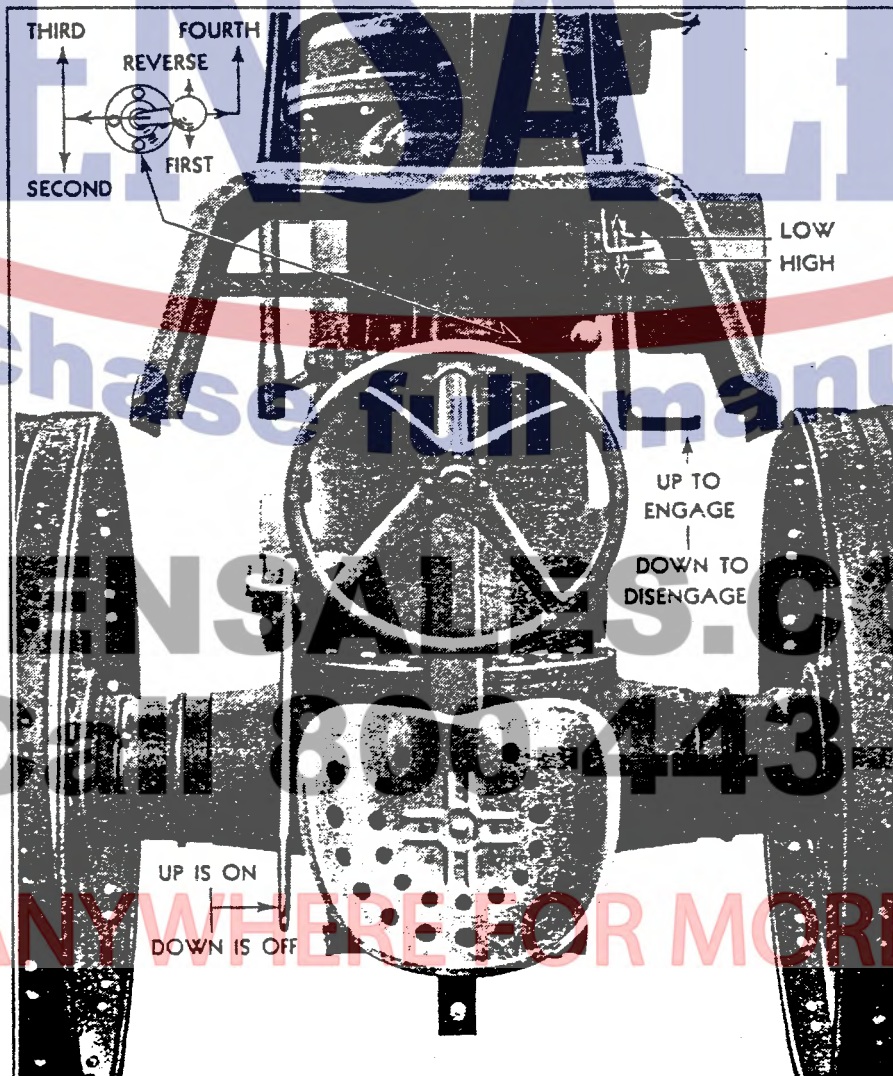
WHEN THE TRACTOR IS DELIVERED

Check all points of lubrication and grease those equipped with Zerk fittings. Fill the radiator and see that there is fuel in the tank. Open the valve on the fuel filter.

STARTING THE ENGINE

Move the gear shift lever to the neutral position and turn the magneto switch ON. Set the governor control back three or four notches. Pull the choke rod forward until it engages the bracket and turn the motor through two compression strokes by LIFTING the crank. Release the choke rod and again lift the crank. If the engine does not start repeat the choking operation. When the engine is started see that the oil gauge registers pressure. Do not operate the engine under any circumstances unless the oil gauge registers.

Cut No. 27315



AIR CLEANER

IMPORTANCE

Unless instructions are carefully followed, the result will be early wear on all moving parts of the engine, causing excessive fuel consumption, high oil consumption and lack of power.

TYPES OF CLEANERS

The types of air cleaners used on the Model "U" tractor include the Donaldson Dual cleaner with a centrifugal chamber located on the rear side of the air cleaner casing having a glass jar as a catch basin, the Donaldson Dual cleaner with a centrifugal chamber located atop the inlet pipe, and the Vortox oil type cleaner. Both types of Donaldson cleaners have an oil soaked filter element incorporated in the air cleaner body.

CARE OF DONALDSON CLEANERS

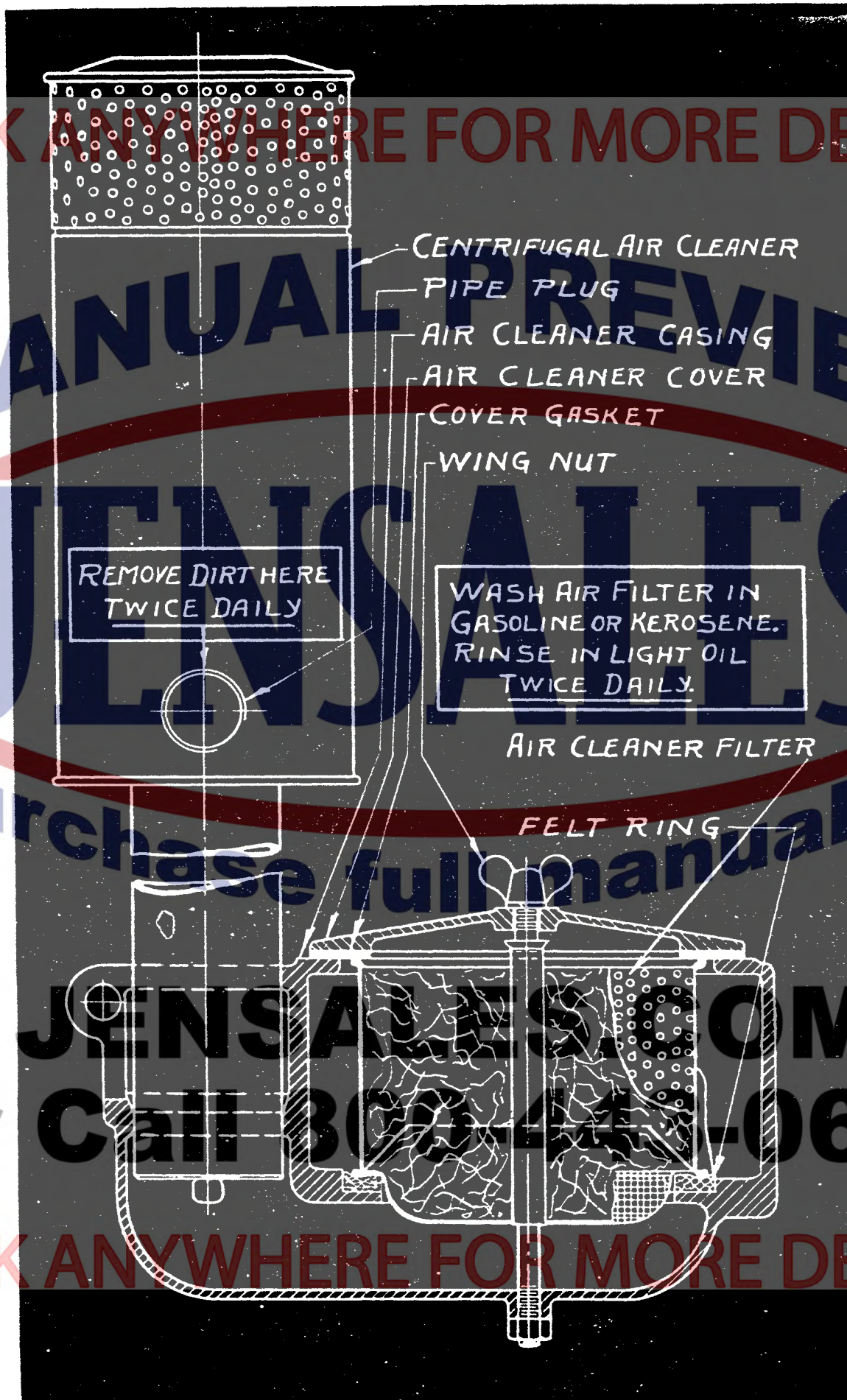
Do not attempt to remove dirt from the air cleaner while the engine is running. On cleaners having a glass jar as a catch basin, the jar must be cleaned before it is one-half full and it must be kept screwed up tight against its rubber ring at all times. If dirt fails to collect in the glass jar, remove the centrifugal chamber from the air cleaner body and wash it thoroughly. When assembling, be sure the felt ring is in place. On the Donaldson cleaner with the centrifugal chamber atop the inlet pipe, dirt is removed by taking out the pipe plug and jarring the chamber slightly. This chamber must be cleaned at least twice daily, (oftener if conditions are extremely dusty). Keep the pipe plug tight to prevent its loss as this plug must be in place or the centrifugal chamber cannot operate.

Clean the filter element by washing it thoroughly in gasoline or kerosene. When you are sure the element is clean, dip it in either new or used engine oil (light grade preferred if the weather is cool), and allow the excess oil to drain off while you inspect the air cleaner connections, felt ring, and gasket. There must be no leakage at any of these points. The carburetor hose must be in good condition and have leak-proof connections. The felt ring should be in place, forming an air-tight seal. The cork cover gasket bears against the upper rim of the filter element and the cleaner casing. Make sure that a perfect seal is obtained completely around both surfaces. The filter element requires washing at least twice daily.

CARE OF VORTOX AIR CLEANER

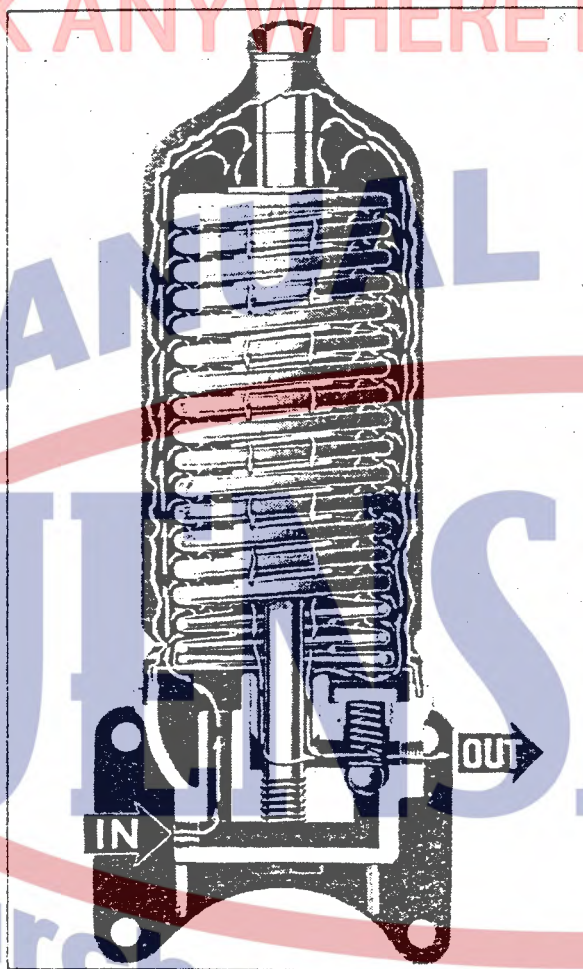
Remove the oil cup every ten hours of operation, wash it, and refill to the indicated level with light motor oil or crankcase drainings diluted with kerosene. For extremely low temperatures thin the oil further by adding more kerosene.

Examine the lower end of the cleaner when the oil cup is removed and if there is any evidence of dirt, chaff, or straw clogging the passages, remove the entire cleaner and wash it by pouring gasoline through it from the upper end. This washing operation should be done at least twice a year under ordinary conditions.



PUROLATOR

Cut No. 26975



PURPOSE

The Purolator lengthens the life of all moving engine parts by filtering abrasive particles from the lubricating oil. It also permits longer runs between oil changes.

CLEANING

Remove the filter element and wash it in gasoline each time the engine oil is changed. Submerge the element in gasoline and press the ends together while holding the hole in each end shut. Take the drain plug out of the Purolator base to insure the removal of all grit. If the Purolator is washed between oil changes, add two quarts of oil to the engine crankcase. When the Purolator has been re-assembled and the engine started, make an inspection for leaks which might develop from damage to the rubber gasket in the base or crooked assembly of the case.

Cut No. 26951



FUEL SYSTEM

FILTER

The glass fuel filter below the fuel tank is emptied by screwing down the retaining nut and removing the glass bowl. Clean it before water and dirt accumulates to such a depth that it can wash over into the fuel pipe.

CARBURETOR

The carburetor used on the Model "U" Tractor is made by an old and well known manufacturer. It is simple in construction and very economical. An instruction book on this carburetor is furnished with each tractor.

POWER TAKE OFF INSTALLATION

To install the Power Take Off remove the cover on the rear axle housing and insert the intermediate shaft which has an internally splined coupling on the forward end and engage this coupling with the spline on the rear end of the spline shaft. Install the jaw coupling on the rear end of the intermediate shaft and bolt the balance of the assembly to the rear axle housing.

PULLEY INSTALLATION

Before attempting to install the pulley, either the oil must be drained from the transmission or the tractor must be placed in such a position that oil will not run out the pulley opening when the cover is removed. Backing the left rear wheel in a ditch or both rear wheels will run the oil toward the rear and allow the removal of the pulley opening cover.

Each pulley is provided with a number of adjusting shims. The correct number should be determined by trying various combinations until smooth, quiet operation is obtained.

MAGNETO

IGNITION

A magneto instruction book is furnished with each Tractor and should be retained for information on this unit. The magneto is manufactured by an old and reliable concern and is serviced through their authorized service stations.

TIMING THE MAGNETO

To check the timing of the magneto, take off the timing mark cover on the right side of the flywheel housing and remove the wire from number one spark plug, leaving a gap for the spark to jump. Turn the crank slowly until a spark occurs at this point when the impulse starter trips. Turn the engine backwards about one-eighth of a turn by using the belt pulley and again turn the crank slowly until the mark "SPARK" is in the exact center of the timing mark opening. Remove the magneto distributor plate and inspect the position of the mark illustrated. The mark should be directly under the pointer. If it is not, loosen the coupling on the drive end of the magneto and turn it to the proper position, tightening the coupling securely.

In timing the magneto after it has been removed from the engine, take out number one spark plug and hold your thumb over the opening to determine when the piston is on its compression stroke. Turn the crank slowly and when compression begins to blow past the thumb, watch the timing mark opening and when the mark "SPARK" reaches the exact center, stop. Leave the engine in this position and turn the magneto in the direction opposite the way it runs until the white mark on the distributor disc is directly beneath the pointer as illustrated. Tighten the drive coupling securely with the magneto in this position.



The above instructions apply to Eismann magnetos only. Bosch magnetos do not have the distributor plate marked as illustrated. When checking the timing of a Bosch magneto, proceed as given above, but instead of removing the distributor plate, take off the breaker box cover and inspect the position of the points. They should be just opening. If they are not, loosen the coupling and turn the magneto shaft to the proper setting. Tighten the coupling securely.

In timing a Bosch magneto after it has been removed from the engine, set the engine in the position described for Eismann magnetos. Then, turn the magneto in the direction it operates until a spark is drawn off number one spark plug wire when the impulse starter trips. Now, with the breaker box cover removed, turn the magneto in the opposite direction until the points open. Turn very slowly in the same direction until the points are just closing and tighten the coupling with the magneto in this position.