



CLICK ANYWHERE FOR MORE DETAILS

MANUAL PREVIEW

Aultman-Taylor

Operator's Manual

30-60

purchase full manual at

JENSALES.COM

or Call 800-443-0625



CLICK ANYWHERE FOR MORE DETAILS

THIS IS A MANUAL PRODUCED BY JENSALES INC. WITHOUT THE AUTHORIZATION OF
AULTMAN-TAYLOR OR IT'S SUCCESSORS. AULTMAN-TAYLOR AND IT'S SUCCESSORS
ARE NOT RESPONSIBLE FOR THE QUALITY OR ACCURACY OF THIS MANUAL.

TRADE MARKS AND TRADE NAMES CONTAINED AND USED HEREIN ARE THOSE OF OTHERS,
AND ARE USED HERE IN A DESCRIPTIVE SENSE TO REFER TO THE PRODUCTS OF OTHERS.

Operator's Manual

AT-O-30-60

CLICK ANYWHERE FOR MORE DETAILS

Aultman - Taylor Gas Tractors

*Are Famous for Efficiency, Durability,
Economy and Power*

SUGGESTIONS
FOR
OPERATORS

MODEL 30-60

The Aultman & Taylor Machinery Co., Inc.

Mansfield, Ohio

or Call 800-443-0625

CLICK ANYWHERE FOR MORE DETAILS

CLICK ANYWHERE FOR MORE DETAILS

The crank shaft should be turned to the firing position for each cylinder in turn and the spark tested as above. In replacing the cables be sure that each is tightly connected to its proper spark plug (see cut No. 8).

Now give three or four fast strokes on the air pump (see cut No. 2) and with the last stroke, press on the coil button several times. After the engine starts close the relief valve on cylinder No. 4, slowly advance the spark lever about 3/4 inch and *turn the switch on the coil to the position marked "M" which is the magneto or running position.* Move the throttle lever to the running position shown in cut No. 1.

MANUAL PREVIEW

The tractor may also be started by the use of the crank. Prime as described above, test the ignition, adjust the spark and the throttle and set the switch on the coil to the battery position. Then turn the motor over as rapidly as possible by means of the crank. It should start after pulling through two or three compression strokes. *Great care should be taken to retard the spark as far as possible, (see ignition instructions, page 4) otherwise back firing may occur with probability of serious accident to the operator.*

Operation of Tractor Gears and Clutches

After motor has been started, in order to travel in a forward direction, it will be necessary to release the foot brake (cut No. 1) and move operating lever (cut No. 1) to forward position. To reverse the tractor, or, in other words, to travel backwards, place the operating lever mentioned above in a central or neutral position and move reverse lever (cut No. 5) to reverse position. In order to accomplish the above it will be necessary to stop the band wheel from rotating. This can be done by applying the brake (cut No. 1) until band wheel is stopped. Next, move operating lever from the neutral position forward or backward slowly until your gears come into position to slide into mesh for the reverse position.

In case you desire to use the engine for switching, and want to move forward or backwards for a short distance, you can leave the reverse gear in mesh, and simply move the operating lever backwards or forwards, depending on the direction you want to go. However, when you are running forward for any distance it is best to move reverse gear out of mesh to avoid unnecessary wear.

Use of the Tractor "Belted Up"

After the engine is so placed that the driving and driven pulleys are lined up, place the belt on both pulleys and back the tractor until the belt is tight enough to pull the load without slipping, then set foot brake and push the reverse lever (cut No. 1) forward so that the shifting pinion is out of contact with gear. The drive pulley is then started by pulling the operating lever back until the operating clutch takes hold.

Carburetor

The Tractor is equipped with a Kingston Carburetor fitted with an Automatic Air Valve. Only two adjustments are necessary:

1. Needle Valve.
2. Air pipe, which draws warm air from the exhaust pipe of the motor.

Before starting the motor, flood the carburetor by pressing down the small plunger on the top of the bowl. The needle valve should be opened about one and on-half turns in warm weather, and about two

Causes:**No Spark**

1. Collection of moisture in the spark plug.
2. Gap between spark plug too great.
3. Spark plug points in contact.
4. High tension cables disconnected or incorrectly connected.
5. Low compression.
6. Leaky or clogged piston rings.
7. Leaky valves.
8. Too rich a mixture. (This is more apt to occur when the motor is hot.)
9. Cam shaft out of time.
10. Magneto out of time.
11. Run down batteries.
12. Battery wires broken or disconnected.

Causes:**Mis-Firing**

1. Spark plug points too far apart.
2. Broken spark plug porcelains.
3. Spark advanced too far.
4. Too rich mixture.
5. Too weak a mixture.
6. Low compression.
7. Valve stem stuck.

Other Troubles

Sometimes the engine may start, run a short time and then stop.

Causes:

1. Water in the gasoline.
2. Carburetor needle valve not far enough open.
3. Gasoline supply pipe clogged (clean out the strainer in the bottom of the auxiliary reservoir).

Care should be taken in replacing porcelains on the spark plugs. The bushing which hold the porcelain in place should not be screwed down too tightly.

Loss of Power

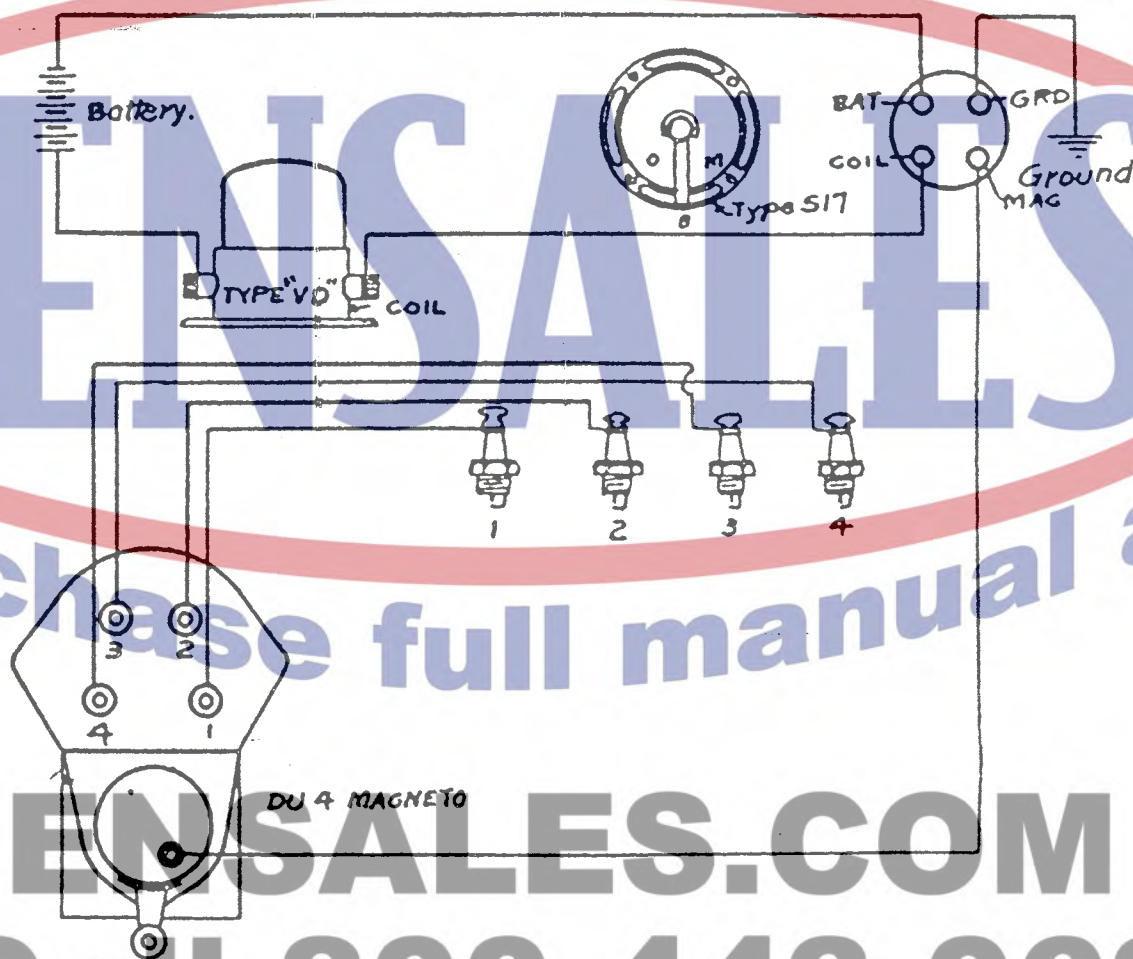
Loss of power can usually be traced to ignition trouble or to leaky compression. We have indicated above some of the results of ignition trouble.

Poor compression may be due to a leak past the valves or past the pistons. In order to test the compression, proceed as follows: Open the starting switch, so that the engine can fire, close the priming

CLICK ANYWHERE FOR MORE DETAILS

BOSCH DUPLEX IGNITION SYSTEM

When this system of Ignition is employed the wiring diagram below should be followed. The battery side is not intended to be used as a separate ignition system but merely as an auxiliary to the magneto to insure positive starting. The coil is designed to operate over a range of from eight to sixteen volts, so if battery tests less than eight volts it should be replaced. Battery should consist of 10 dry cells connected in series.



For Bosch Duplex Ignition, Paragraph 2, Page 3 should read
Now give three or four fast strokes on the air pump (see cut
No. 2) and with the last stroke, throw switch to position marked
B. After the engine starts, etc., etc.

CLICK ANYWHERE FOR MORE DETAILS